"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

The indications for to-day in this city and neighborhood are generally fair, warmer, variable winds, becoming southerly.

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THE NEWS CONDENSED.

FOREIGN.—The Paris Figaro published a number of treasonable letters purporting to have been written by Count Esterhazy, who is accused of being the author of the unsigned letter which led to the condemnation of former Capt. Dreyfus. A Berlin newspaper publishes a statement to show what use Germany has for new warships. The United States Government has instructed Ambassador White to say this country will not tolerate any scheme of annexation which Germany may entertain against Haiti, or any undue punishment for the indignities offered to Herr Lueders.—Page 7.

Page 1.

John C. Sheehan was reported by his physician to be resting comfortably, and who said he must take a complete rest in order to avert serious illness.

The body of Mrs. Pauline Merry, wife of Chris Merry, was found in a ditch in Chicago. James Hickey confessed that he saw Merry murder his wife, and helped to dispose of the corpse.

Louis Meirdierks, eleven years old, had one of his legs torn apart and his thigh broken in Williamsburg yesterday by getting caught in the wheel of a surrey on which he was stealing a ride.

News came from Lakewood last night that Patrick Keenan had been selected by the Tammany leaders staying there as one of the Police Commissioners to be named by Mayor Van Wyck.

A soldier from Fort Slocum shot a bulldog belonging to T. David Walker while riding through New Rochelle on a cycle, Saturday. It is said that the dog attacked the cyclist. Mr. Walker threatens to have the latter arrested.

James Henry, an outlaw his wife, her mother, and three sisters, twice repulsed a Sheriff's posse in Georgia in a battle in which several persons were fatally shot. Henry afterward surrendered on seeing a mob coming well supplied with rope.

The members of the Austrian Ministry resigned, and Emperor Francis Joseph, who accepted the resignations, intrusted Baron Gautsch to form a new Ministry. The Emperor also decreed the adjournment of the Reichsrath. Hussars and police with drawn sabres cleared the streets of Vienna, and many persons were injured seriously.

James Kennedy, who, with three other men, created a disturbance on Tenth Avenue, was clubbed into submission by Patrolman Woodley and later died in Roosevelt Hospital. Upon his arrest he was examined by an ambulance surgeon, who pronounced the injuries slight, and the man was locked up, but in a few hours became unconscious and expired when taken to the hospital.

Page 2.

Gov. John G. Brady says Congress will be asked to authorize the appointment of a committee to consider the needs of Alaska on the ground.

The Rev. Dr. W. H. P. Faunce of the Fifth Avenue Baptist Church, one of the Board of Ministers who preach at Harvard, in a sermon upheld the university and praised its high and liberal conception of Christian teaching.

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The cornerstone of the Knox Memorial Chapel, Forty-first Street and Ninth Avenue, was laid with appropriate ceremonies in presence of a great throng.

During a street fight between Italians one man fired three times almost point blank at his opponent, each bullet grazing the latter's body. The assailant escaped.

By arresting Patrick Hallick for passing bogus coins on Saturday night the police think they have caught a member of a New Jersey band of counterfeiters.

The Rev. Dr. Madison C. Peters preached last night on the danger to American institutions from the immigration of members of the dangerous classes of Europe.

The Central Labor Union was unable to decide yesterday whether to favor or oppose four street car tracks in Amsterdam Avenue, so it referred the question to a committee.

The steel schooner yacht Yampa, owned by R. S. Palmer of the New York Yacht Club, has been sold. Mr. Palmer does not know whether the report that the German Emperor is the buyer is true or not.

The Rev. Dr. Abbott in his sermon last night replied to his critics, and created something of a sensation among his hearers. He said that a man strong in his own convictions never is made angry by one who questions his belief.

The Rev. Dr. Charles H. Eaton lectured last evening in St. Stephen's Church, West Forty-sixth Street, on "The Saloon in Politics and Government as the Average Man." He said that a "machine" was necessary to political success, and that in politics compromise which did not sacrifice principle was often justifiable. He applied this argument to the saloon question, favoring high license and local option.

Page 4.

Mrs. Hattie A. T. Collins, a wealthy widow, whose sisters are said to have begun proceedings to have her mental condition inquired into, died on Thursday at the Hahnemann Hospital.

Walter Monzon, colored, of 147 West Fifty-third Street, was held in $200 bail in the West Side Police Court on complaint of Charles Anthony, also colored, who charges him with collecting dues for a benefit society which he claims has no legal existence in this State.

Page 5.

Miss Elizabeth Hessel, sixty years old, has told a strange story of vicissitudes through which she passed from European court circles to a Bowery lodging house and Bellevue Hospital.

Louis Betuch of New Rochelle drove his eighteen-year-old daughter out of his house on Saturday night when she confessed to having been secretly married to Antonio Rose, a barber of that place. She went to her husband's home, and her father threatened to be revenged upon his son-in-law.

Page 7.

The barge J. S. Silliman and the schooner Lottie were sunk in a collision near Watch Hill, R. I., Saturday night. Two lives were lost.

Roentgen rays were used yesterday to show the success of a difficult surgical operation performed at Bellevue Hospital, by demonstrating that a fractured bone in a man's leg had knitted and was healing.

John Clancy of 18 Leroy Street and James J. Burke of 34 Downing Street, were arrested in connection with the death of Michael McDonald of 482 West Broadway, who died of a broken skull. The prisoners said that the injury to their companion was caused by a fall.

Letters were sent recently to all of the 3,200 names on the Republican enrollment list of the Twenty-ninth Assembly District, and 1,200 of them were returned because the persons called for were not known at the addresses given. These letters will be used in purging the list of this district.

The Rev. G. H. Denison, pastor of the Church of the Sea and Land, preached a novel object lesson sermon on "The Causes That Keep Men Down," illustrating his remarks with colored toy balloons. Several members of the congregation cooperated by writing a confession on slips of paper, acknowledging that they had lost employment through giving way to drink.

L. E. Quigg, Chairman of the Republican County Committee, issued a statement last night, in which he said that the leaders of the party were anxious to bring all Republicans into the organization and would consider any fair plan that might be proposed for an entire re-enrollment to accomplish this result. Many leaders favor the Assembly district, as against the present election district, plan of organization.

Page 10.

Bishop McDonnell of Brooklyn dedicated the completed portion of St. Leonard's Church. The edifice will have cost when finished $250,000.

The Rev. W. J. Harsha says the policy of the Government in not giving the Indians proper legal protection is working great harm.

The Evangelical Alliance has issued its annual invitation to the Christians of the world to unite in prayer during the first week of the new year.

Dr. Silverman, of Temple Emanu-El, lectured yesterday on "The Need of a Power to Enforce Morality," and said that men could not be made honest by any external application of energy.

The American Board of Foreign Missions has issued a statement which shows that only 7.54 per cent. of the money contributed to convert the heathen is used in home expenses and administration.

Virchand Gandhi of Bombay lectured yesterday on the religions of India at the New Century Hall, tracing the origin of the caste system and correcting what he pronounced popular errors in this country concerning Eastern faiths.

In the absence of Prof. Felix Adler, M. M. Mangassarian of Chicago addressed the Society for Ethical Culture, at Carnegie Music Hall, on "Theosophy, Spiritualism, and Christian Science." He dwelt upon the beauties in the three forms of thought and pointed out their defects.

The Rev. Dr. Minot J. Savage, preaching in the Church of the Messiah, upon "What Do You Give in Place of What You Take Away?" endeavored to make clear what the Christian religion has lost and gained as the result of the advance of modern knowledge. He declared the jealous, partial, angry God of the Old Testament to be an exploded idea equally with that of the existence of the devil, and that Jesus, taking His place in the long line of the world's redeemers, reveals the humanness of God and the divineness of man.

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ANGRY MOB AT CAMDEN.

Attempt to Lynch a man Who Had Ill-Treated a Young Girl—Fight with Policemen.

CAMDEN, Nov. 28.—A mob, bent on punishing a prisoner, had a battle this afternoon with two policemen on the edge of the South Camden swamp.

John Bump, a white man, was accused of ill treating Florence Pearce, a colored girl, twelve years old. A crowd chased Bump into the swamp. There he hid until two policemen came. Bump surrendered to the policemen.

When he was led from the swamp the crowd surrounded the policemen with cries of "Lynch him!" and "Kill him!"

Despite the efforts of the officers, who used their clubs, the crowd got hold of Bump and beat him unmercifully. The policemen regained possession of their prisoner after a hard fight, but were themselves beaten severely in protecting him until the arrival of the patrol wagon.

A shower of stones was thrown at the wagon as it moved away.

SHOCKING ACCIDENT TO A BOY.

One of His Legs Torn Apart and His Thigh Broken by Being Caught in a Vehicle's Wheel.

Louis Meirdierks, the eleven-year-old son of John Meirdierks, a grocer at 305 Floyd Street, Williamsburg, was probably fatally injured early last evening while stealing a ride on a carriage in front of his home.

Louis and a number of other boys were playing in the streets, when a surrey in which were Andrew Behr of 113 Throop Avenue and his three children came along. Louis and several of his companions made a dash after the carriage and caught on behind. In some manner Louis was crowded over against one of the wheels. His right foot caught in the spokes, and his body was whirled violently against the side of the rapidly moving surrey.

The boy fell to the pavement with a cry of pain. Behr stopped his horse, and, jumping out of the carriage, found the child lying in the street with his right leg torn completely apart at the knee joint. The lower part of the limb was found wedged between the spokes of the surrey wheel.

Behr called Policeman Crerend and together they carried the injured boy to his home. The courage displayed by the boy through it all was admirable. While awaiting the arrival of an ambulance from the Homeopathic Hospital he gave no heed to the awful pain that convulsed his little body, but devoted his whole attention to comforting his weeping mother.

He was removed to the hospital by Ambulance Surgeon Schaeffer, who found that the boy had also sustained a compound fracture of the thigh of the otherwise injured limb. At the hospital late last night it was said that the boy had little chance of surviving his injuries.

Mr. Behr went to the Vernon Avenue Police Station and made a statement regarding the accident. He was allowed to go on his own recognizance.

KEENAN FOR POLICE BOARD.

Democrats Believe that He Has Been Chosen for a Commissionership.

The news comes from Lakewood, where nearly all the head men of Tammany, including the Mayor-elect, are staying, that Patrick Keenan, who has been there in conference with Richard Croker and Judge Van Wyck, has been definitely and finally slated for a place on the new Police Commission. The report was generally accepted last night in Democratic circles as correct. It caused no surprise, however, as it has been understood all along that Mr. Keenan was promised the place, or something as good, before the election.

David Leventritt, who has been "mentioned" among the possibilities for Corporation Counsel, will, it is reported, be made counsel to the Sheriff's office.

Much gossip is current as to who the Republican members of the Bi-Partisan Police Board will be. Tammany men assume that Mr. Platt will be allowed to name them, but Mr. Platt has given no indication of who his choice will be. Brooklyn Republicans are counting on one of the Commissionerships coming to them, and are talking of either S. Ross Appleton or Harry Hanbury as likely to secure the plum.

LAKEWOOD, Nov. 28.—Richard Croker and his party spent the morning lounging about the hotel and walking and driving. A few of the party went to church.

In the afternoon Mr. Croker, Mayor-elect Van Wyck, and ten others hired a tally-ho and drove to Allaire, a deserted village near here, which is noted for its picturesque scenery and a comfortable inn.

Mr. Croker spent part of the evening with Mayor Patrick Gleason of Long Island City, Mr. Gleason doing about all the talking. No conference was held during the day or evening.

Nathan Straus and several others left on the evening train for New York, but Mayor-elect Van Wyck and Mr. Croker will stay until Tuesday.

PRINCESS DOLGOROUKY'S END.

She Died in a Pest House of Yellow Fever—Her Jewels Stolen.

OMAHA, Nov. 28.—A letter from an attaché of the San Salvador Legation gives some startling details of Princess Dolgorouky's death late in October. She came from Guatemala with Count Decastro, a distinguished Brazilian, to give a concert. Having been exposed to fever, the authorities canceled her contract.

She appealed to the French Consul, who, learning that she had not been divorced, refused aid. She died in the pesthouse of yellow fever and was buried without funeral services.

The French Consul was instructed from Guatemala to secure about $40,000 worth of jewels belonging to the Prince. They could not be found, but later some were discovered being hawked about the streets by those who had looted her apartments. The French home Government has ordered an investigation, and it is said that the scandal will involve several prominent officials.

AUSTRIAN MINISTRY FALLS

Emperor Francis Joseph Decrees the Adjournment of the Reichsrath Until Further Orders.

HUSSARS CLEAR THE STREETS

Many Persons in Vienna Injured by Their Charge with Drawn Sabres—Baron Gautsch Intrusted to Form a Ministry.

VIENNA, Nov. 28.—The members of the Austrian Ministry to-day tendered their resignations to Emperor Francis Joseph, who accepted them and intrusted Baron Gautsch, who holds the portfolio of Public Instruction in the retiring Ministry, with the task of forming a new Cabinet.

This morning Emperor Francis Joseph addressed an autograph letter to Count Badeni decreeing the adjournment of the Reichsrath until further orders.

The Cabinet decided to resign about 2 o'clock this afternoon at a meeting of the Council. The Emperor had previously received Count Badeni, Baron Banffy, the Hungarian Prime Minister; Count Welsersheimb, the Austrian Minister of National Defense, and Baron Gautsch.

It is asserted that the Emperor at first declined to accept the resignation of the Cabinet, but Count Badeni replied, "Your Majesty, I cannot take the responsibility. Bloodshed will ensue if I remain in office." Thereupon the Emperor reluctantly accepted the resignation.

Vienna on the Brink of Revolution.

Baron Gautsch de Frankenthurn, upon whom has been thrown the difficult task of constructing a Cabinet capable of conducting public business in the presence of the various conflicting forces at work in the Unterhaus, is of German nationality. He is a moderate and conciliatory politician, popular with all parties in Austria, as well as among the Hungarians. His appointment is sure to make a good impression.

Emperor Francis Joseph returned to Vienna last night from visiting his daughter at Wallsee. He was informed that Vienna was on the brink of revolution. The troops stood in readiness all that night, the palace being strongly guarded by a special force of police and soldiery.

It is understood that Count Goluchowski, the Austro-Hungarian Foreign Minister, strongly advised the Emperor to dismiss the Cabinet. As an indication of the unprecedented character of the crisis, the police are to-night distributing gratis copies of the Wiener Zeitung, announcing the resignation.

Baron Gautsch will form a neutral Cabinet of Governmental officials, and endeavor to arrange an understanding between the German and Czech leaders on the language question.

Streets Cleared at Sabre's Point.

Before the assembling of the Reichsrath dense masses of people, for the most part workmen, thronged the Ring-Strasse from the university to the outer gate of the Hofburg. A charge by the mounted police with drawn swords failing to disperse them, a body of hussars cleared the streets at sabre's point, many persons being wounded. The Ambulance Society immediately sent two vans to attend the injured.

At least 10,000 people gathered about the same time in front of the Town Hall and the Provincial Criminal Court to demonstrate in favor of Herr Wolff, who was to be arraigned there on a charge of public violence committed yesterday when being removed from the Unterhaus by the police, acting under the orders of President von Abrahamovics. The police, with drawn swords, dispersed them, one man's skull being fractured and two others being severely injured. A third ambulance was sent to that point.

Simultaneously meetings of workmen were held in various quarters of the city, but the police dissolved these, making twelve arrests. The streets became more quiet during the afternoon, but at sunset thousands reassembled in the Franzen-Ring and the Rathhaus Park, where they indulged in stormy protests against the Government, the passengers in the street cars and omnibuses who went by joining in cries of "Down with Badeni."

Badeni's Fall Restores Order.

Suddenly a change came over the scene. The report spread like wildfire that Count Badeni had resigned. The demonstrations ceased almost instantly when the news was confirmed by the police authorities and their subordinates, who announced to the people at various points that they were instructed to inform them of the Cabinet's resignation.

Dr. Lueger, the Burgomaster of Vienna, driving through the crowds, announced the resignation from his carriage, repeating it a little later from the windows of the Town Hall, with the addition that Herr Gautsch had been appointed to form a Cabinet. He appealed to the people to return quietly to their homes. His announcement was greeted with thunders of applause, and an extra edition of the Wiener Zeitung, with an official statement of the resignation, still further reassured the populace.

Upward of three thousand people tried to organize a demonstration in the early evening in front of the Foreign Office Building, but this was prevented by closing the approaches to the palace. After 8 o'clock the city was quiet.

There were demonstrations also at Gratz, Prague, and Asch, in Bohemia, but they were not of a serious nature.

Threat to Close the University.

An order has been issued to the Rector of the University of Vienna declaring the university closed for two days and warning the students that in the event of further excesses the university will remain closed indefinitely. They are specially cautioned to abstain from conflicts with the police, who, on their part, the order announces, will abstain from again trespassing upon the university premises.

During the collision between the police and the students in front of the university last evening the students were driven into the buildings. The police attempted to force their way in after them, but were repulsed by the students, who from the first-floor windows pelted the police with spittoons, other missiles, and showers of ashes.

During the conflict several were injured and about sixty arrested.

It was about 7 this evening when Herr Wolff was discharged, and he was escorted to his residence by a large and enthusiastic crowd.

Herr Wolff, when arrested yesterday in the Reichsrath, resisted with such energy that he broke away a portion of his seat. It took six constables to overpower him. Twice he sprang out of the cab in which he was being carried to the police station, and as it drove off with him at a furious pace he shouted to the crowd: "People of Vienna, don't let your Deputy Wolff be arrested."

The constables thrust him back into the cab, threw a white muffler over his mouth, and held it there. There is no doubt that this arrest, together with the fact that the Luegerites yesterday, seeing that the popular discontent was rapidly growing, abandoned their attitude and espoused the obstructionist cause, was the chief element that brought about the sudden turn of events.

BADENI'S CAREER IN OFFICE.

His Ministry Went into Power in Vienna on Sept. 14, 1895.

The Austrian Cabinet which has just resigned took office on Sept. 14, 1895, when Count Badeni, then Governor of Galicia, was intrusted with the formation of a Ministry to replace that of Count Kielmannsegg. It consisted of Count Badeni, President of the Council and Minister of the Interior; Chevalier Belinski, Minister of Finance; Count Gleispach, Minister of Justice; Baron Glanz d'Eicha, Minister of Commerce; Baron Gautsch de Frankenthurn, Minister of Public Instruction; Count Welsersheimb, Minister of National Defence, and Count Ledebur-Wicheln, Minister of Agriculture.

In his first address to the Reichsrath, on Oct. 22, 1895, Count Badeni said that the Government would respect "the legitimate aspirations of all nationalities," but at the same time it would regard as paramount the principle that German culture, which held the first place in Austria, should be in no degree impaired.

He declared that the Government had "full confidence in the Czech nation," which had been proved by the abolition of exceptional laws in Prague, adding that, in view of this return to the "normal state of things," the Government would retain "full liberty of action toward all parties, judging them not only by their programmes, but by their modes of action and tolerating no departure from the path of civilization." He concluded a much applauded speech by saying that while it was the desire of the Government that Austria should be powerful and united, in seeking this end its motto would be justice.

Almost from the outset, however, Count Badeni found his pathway beset with difficulties, which increased as he advanced. In November of 1895 the Anti-Semites and Clericals violently attacked the Government for dissolving the Vienna Municipal Council because of the re-election of Dr. Lueger, the noted Anti-Semite leader, as Burgomaster of Vienna. They contended that this action was illegal. Count Badeni joined issue with them, insisting that after Dr. Lueger's demagogic activity it was impossible that he could be fitted to fill the office of Burgomaster.

Dr. Lueger was subsequently again chosen Burgomaster, this time by a new Municipal Council, and the election was confirmed by the Emperor, after receiving certain pledges of moderation from Dr. Lueger. The incident rendered the Burgomaster the implacable enemy of Badeni.

From that time up to the issuance of the decree authorizing the official use of the Czech language in Bohemia, the Badeni Ministry has faced an uninterrupted obstruction, headed by the German and pro-German elements in the Reichsrath, which culminated in Count Badeni's duel with Herr Wolff in the latter part of September last.

AN OUTLAW GIVES BATTLE.

James Henry, His Wife, Her Mother, and Three Sisters Repulse a Posse Twice in Georgia.

ATLANTA, Ga., Nov. 28.—A bloody battle took place near the Florida line at sunrise this morning between the posses of a Georgia and Florida Sheriff and a Florida outlaw, supported by his wife, her mother, and three sisters. The small town of Lake Park, a few miles from Waycross, Ga., has been terrorized for the past few weeks by James Henry, who is wanted for assault with intent to kill in White Springs, Fla., and who is suspected of double murder at the same place.

Henry lived in a ramshackle hut on the outskirts with his strange family and in various ways made himself a pest to the neighborhood. Saturday Sheriff Hawkins of Suwannee County, Fla., accompanied by a large party of deputies, arrived with a requisition for Henry. He consulted with Sheriff Chisholm of Lowndes County, in which Lake Park is situated, and as a result the Florida Sheriff, with his following and Chisholm, with an army of deputies, rendezvoused at Lake Park at sunrise, expecting to take Henry by surprise and capture him. They crept carefully to the house, when Henry suddenly appeared in the doorway and opened fire with a rifle.

The pursuers surrounded the house, making their approach in ring form, but were balked by a heavy volley from the sides and rear of the building, evidently the work of Henry's female relatives, as he was occupied at the front. The posse made two vain attempts to storm the cabin. The first one resulted in their complete repulse and the fatal wounding of the Under Sheriff of Lowndes County. The second time they advanced with a rush on the fort and ensconcing themselves behind wood piles kept up a vigorous fire on the doors and windows.

In the short distance covered by the posse in the last charge, another man, Marshal Hinly, was brought down with a terrible wound in the head. Henry began to fire on his prostrate form, but the Marshal's companions dragged him behind one of the woodpiles. The conflict raged thus for two hours, and just when the officers were contemplating a third rush, Henry hung out a white cloth and surrendered, explaining that from an upper window his wife had seen a mob rapidly approaching.

He was quickly escorted to jail at Waycross, barely escaping the fast-approaching mob, which had a plentiful supply of rope. He will be returned to White Springs to-night. On entering his stronghold the officers discovered that Mrs. Roe, Henry's mother-in-law, was probably fatally wounded. The women deny participating in the battle, but there is no doubt they did. All the victims of the battle are under treatment, but the physicians fear they will die.

GIRLS AS CHURCH USHERS.

A Large Collection Taken When They Pass the Plate in Trenton.

TRENTON, N. J., Nov. 28.—At the services in the First Baptist Church to-day, the Rev. Maurice Penfield Files appointed six of the handsomest girls in the congregation to act as ushers.

When the girls started to take up the collection, the men in the congregation gave more than double their usual offering, and the collection was one of the largest in the history of the church.

The action of the pastor in appointing girl ushers has aroused considerable comment in religious circles.

GIRL'S SCREAMS ATTRACT POLICE

Would-Be Burglar Had Knocked Her Father Down in His Shop.

John Connolly, described by the police as a convict from Rochester, was held for trial in the Essex Market Police Court yesterday in default of $2,000 bail. Unfamiliar with its proximity to the Eldridge Street Station, on Saturday night he tried to break into the little store kept by Herman Sarron on the ground floor of 97 Eldridge Street. Dora Sarron, fifteen years old, saw him when he was half way through the window, and her screams aroused her father. Sarron grabbed the intruder and was knocked down by a blow between the eyes.

Dora kept on screaming, and her cries attracted Policeman Brown and Detective Cohen, who were on the station house steps, and they caught Connolly. In court yesterday he denied that he was an ex-convict.

WHERE 100,000 WARRIORS LIE.

Prof. Walters Discovers a Great Battlefield in Kansas.

WICHITA, Kan., Nov. 28.—The greatest historic battle and burying grounds yet discovered in the United States has just been found near the little town of Redlands. It lies on the northern border of the Choctaw Indian reservation, and near the Arkansas River.

Prof. Edwin Walters, the archaeologist, who discovered it, states that from extensive excavations that he has made he believes that nearly 100,000 warriors met death at that point, and that the battle occurred 20,000 years ago.

The battle ground is thirty acres in area, and by a series of excavations, Prof. Walters has satisfied himself that there are nearly 3,000 skeletons to every square acre. The bones have been dug out by the carload and almost every skull has from one to five arrow points sticking into it. Sharp arrow points and javelins are also found embedded in other bones of the body.

Postal Clerks Organize.

PITTSBURG, Penn., Nov. 28.—Delegates representing the first and second class Post Office clerks of the country met in convention here to-day and formed a permanent organization designed to better the condition of postal clerks. A bill was framed which will be submitted to Congress. The following officers were elected: President—Joseph P. Healy of New York; Vice President—W. T. Shaw of Baltimore; Treasurer—S. W. Connelly of Pittsburg; Secretary—W. H. Hart of Philadelphia.

Rockwood's artistic cabinet photographs, $6.00 per dozen. Ground floor, 1,440 Broadway.—Adv.

POLICEMAN KILLS A MAN

James Kennedy, Clubbed by Patrolman Woodley, Succumbed in Roosevelt Hospital.

FIGHT ON TENTH AVENUE

Arrested After a Fierce Struggle, He Was Locked Up by Ambulance Surgeon's Advice, but Fell Unconscious in His Cell.

After being in a fight with a policeman James Kennedy, twenty-three years old, of 510 West Twenty-ninth Street, died last night in Roosevelt Hospital. The policeman, who admits that he used his club to defend himself, is Henry Woodley of the West Thirty-seventh Street Station.

Just after 9 o'clock yesterday morning, Kennedy, with John Reilly of 543 West Twenty-eighth Street, and two other young men, were returning from a wake when the policeman came upon them at Thirtieth Street and Tenth Avenue. The policeman says that all four were very much under the influence of liquor; that they had linked arms, and were staggering along, swearing and yelling, very much to the annoyance of persons who were coming from church. Policeman Woodley ordered them to make less noise.

Remonstrated with Them in Vain.

At Twenty-ninth Street the men were still annoying persons along the way, and the policeman again spoke to them. At Twenty-eighth Street he threatened to arrest the whole party, whereupon, he says, one of them said, "Let's tie up the cop."

The next instant, according to Woodley, the four men were pounding him, and a fierce fight followed. A great crowd gathered from all sides, so that Tenth Avenue was very soon blocked.

For a few minutes a surface car could not make its way through the crowd, but when it did the driver hurried his horse along until, at Thirtieth Street, he saw Patrolman William Powers, and called to him:

"You'd better hurry up down the avenue; there's a cop being murdered."

By the time Powers had reached the scene of the fight Patrolman Quigley was also there helping Woodley to arrest the men. Two of the latter ran at the approach of the additional policeman, but Kennedy and Reilly were placed under arrest. Woodley had used his club, as could be seen by the heads of the prisoners. Both were lying on the sidewalk, bleeding from scalp wounds.

An ambulance was summoned from Roosevelt Hospital, and Surgeon MacNeider, after examining the men, said that he would have to take Reilly to the hospital, as he was suffering from scalp wounds that required treatment, but according to the police he said that Kennedy should be taken direct to the station house as he was suffering merely from a superficial injury—a slight scratch over the left eye. So Kennedy was taken to the West Thirty-seventh Street Station in a patrol wagon.

At 2 o'clock in the afternoon Kennedy was seen in his cell by Capt. Brown. He did not complain much then. The Captain asked him how he felt, and he replied, "All right," but just before 7 o'clock last night the doorman, in making his rounds, found the prisoner unconscious. Then an ambulance was summoned, and Ambulance Surgeon MacNeider again responded. This time he said that, from the symptoms, Kennedy might possibly be suffering from a fracture of the base of the skull, although there was no visible sign of such an injury. He took the man to the hospital, where he died without regaining consciousness.

Woodley's Account of the Affair.

Patrolman Woodley was suspended from duty, and placed under arrest as soon as Capt. Brown learned of Kennedy's death. Woodley, who showed evidence of the rough treatment he had received last night, frankly admitted that he had used his club. He was, however, under the impression that he had struck Kennedy on the shoulder and not on the head. He insisted that he did not draw his club until the four men knocked him down, and then, he says, he only beat the hands of those who rushed at him.

Still, he explained, before the arrival of the two policemen who went to his aid there had been a general mix-up. He had been struck from all sides, kicked, and pounded, so that there were times when he struck wildly. Sometimes he was on the pavement with the men on him, sometimes up with them still at him, and he is quite sure he would have been badly hurt had not Quigley and Powers arrived when they did. He added that it was the first time in the two years he has been in the department that he has been forced to draw his club.

Capt. Brown said last night he was quite sure that both Kennedy and Reilly were members of the Valley Gang, celebrated for many years as police fighters. He said that Reilly had been arrested for assaulting a policeman a few weeks ago.

After Reilly's wounds were dressed at the hospital he was taken to the police station, but later was released on bail and went to his home.

Kennedy is one of three brothers who live with their parents. The father, John J. Kennedy, and the other two brothers, Thomas and Edward, were at the hospital for several hours before the young man died. The father said that a man had told him of his son being clubbed, and he had hurried to Twenty-eighth Street, and seen his son unconscious on the pavement. While he knelt and held his son's head, he says, Patrolman Woodley came up to him and remarked:

"I have given him enough, and if I had hit him again he would be dead now."

To which the father says he answered: "I guess you have given him too much already."

The father says that he begged that his son be taken directly to the hospital, but that the policeman and the ambulance surgeon insisted that was not necessary.

It was learned at the hospital late last night that Kennedy had been injured in the head before. There was an old wound which had been covered by a silver plate.

SOLDIER-CYCLIST SHOOTS A DOG.

Animal Said to Have Attacked Him, but Its Owner Threatens Arrest.

NEW ROCHELLE, Nov. 28.—A bulldog owned by T. David Walker was shot and probably fatally injured yesterday afternoon by a soldier from Fort Slocum. The dog was lying in front of Mr. Walker's home, in Residence Park, when the soldier went past on his bicycle. It is alleged that the dog sprang at him and tried to bite him. The soldier drew a revolver and, after using it, rode rapidly away.

Mr. Walker took the dog to a physician, who dressed the wound. Mr. Walker denies that the dog attacked the soldier. He say that he will have an investigation made by the officers at Fort Slocum, and that if he can learn the name of the soldier who shot the dog he will obtain a warrant for his arrest.

Steamer Monarch in Distress.

NEW ORLEANS, Nov. 28.—Capt. Higgins of the steamer El Sud, which arrived to-day from New York, reports that on Nov. 27, when 310 miles from Port Eads, he passed and signaled the British steamer Monarch, from New Orleans, Nov. 26 for Liverpool, returning in distress, but requiring no assistance. The Monarch was proceeding at about four knots an hour.

The Sewer Pipe Trust.

CLEVELAND, Nov. 28.—A meeting of sewer-pipe manufacturers will be held here Tuesday to complete the organization of the pool, toward the formation of which the preliminary steps were taken a few days ago at East Liverpool. It is expected the pool will embrace all the factories in the country, most of which are located along the Ohio River.

Aged Pauper Badly Used.

DANBURY, Conn., Nov. 28.—Bridget McCann, aged eighty years, an inmate at the Town Farm, is believed to be dying from the effects of an attack committed upon her last night by Edward Burgess, aged twenty-four, another inmate. Burgess is slightly demented.

MRS. MERRY'S BODY IN A DITCH.

James Hickey Confesses that He Saw the Murder in Chicago and Helped Conceal the Crime.

CHICAGO, Nov. 28.—The body of Mrs. Pauline Merry, the wife of Chris Merry, was found buried in a ditch on Western Avenue near Eighty-seventh Street, by the police to-day. At 11 o'clock James Hickey, alias Ryan, an employe of Merry, who was arrested Friday, broke down and confessed to the police that he saw Merry murder his wife, and that he and the murderer put the body under a load of potatoes and carried it to Eighty-seventh Street, where they dug a shallow grave in a ditch and buried it.

Merry strangled his wife in a fit of rage after paying a fifty-dollar fine in the police court the day before for wife beating. The first clue to the murder was given by the murderer's three-year-old boy, who said his father had killed the woman and put her in a hole where the water was.

Hickey was trapped into confessing by the police, who told him that Merry's uncle, Cotsworth Gough, had confessed. Although this was not true, Hickey revealed his story and has told where Merry may be found, so the police say. The body has been identified and shows marks of choking and blows.

MURDERER LAJOY AT LIBERTY.

He Breaks Out of the Elizabethtown Jail with Burglar Harris.

WHITEHALL, N. Y., Nov. 28.—Frank Lajoy, who killed William Jackson, a Deputy Sheriff, near Paradox Lake, Sept. 17, and was afterward indicted for murder in the first degree, escaped from the County Jail at Elizabethtown last night. Harry Harris, indicted for burglary and grand larceny, also escaped. Lajoy was one of three brothers whom Jackson was attempting to arrest for violation of the game laws when he lost his life.

JOHN C. SHEEHAN'S ILLNESS.

His Condition Not Serious, but He Must Take a Rest.

John C. Sheehan, leader of Tammany Hall, who was taken suddenly ill at his office Saturday and had to be removed to his home in a cab, was last night reported to be resting comfortably.

The family physician states that Mr. Sheehan's illness is not serious, but that it is likely to become so unless he goes out of town and takes a complete rest for a week or ten days.

Mr. Sheehan was not allowed to see the many visitors who called at his residence, 464 West Twenty-third Street, yesterday, but his brother, William F. Sheehan, spent some time with him. It was said at the residence last night that the Tammany leader would not be at his office this week.

NEW MEXICAN BANDITS CAUGHT

Santa Fe Train Robbers May Have to Answer with Their Lives.

ALBUQUERQUE, N. M., Nov. 28.—District Attorney Finical of this city has received a telegram from Dalm Graham, the constable at Bisbee, Arizona, saying that he had apprehended three train robbers who held up the Santa Fé Pacific passenger train at Granby three weeks ago.

The prisoners are Jesse Williams, Tom Anderson, and an unknown. The crime was committed in Vallencia County, and District Attorney Finical is preparing the papers to have the robbers extradited from Arizona. While the exact amount of the booty secured by them is not known, it has been estimated at between $25,000 and $100,000. Train robbery is a capital offense in New Mexico, so that if the men are convicted they will have to answer with their lives.

RHODE ISLAND TRAIN ACCIDENT.

Car Derailed at Allendale—Nobody Badly Injured.

PROVIDENCE, Nov. 28.—The passengers on the late train for Pascoag that left this city last night at 11 o'clock had a narrow escape, in consequence of a broken rail at Allendale. The train, loaded heavily, was passing the Allendale station, when about all the passengers seated in the combination smoker and baggage car, which was on the rear end, were suddenly thrown from their seats.

The car, with another lurch, went over on one side against a telegraph pole on the western side of the track.

After the train was stopped the trainmen and passengers proceeded to rescue those in the overturned car. William Cyr of Providence was found in an insensible condition, and it was at first thought he was killed. Other passengers were slightly cut and bruised, but were able to leave the car with but little assistance.

Boston Fruit Steamer Disabled.

BOSTON, Nov. 28.—News came to-day that the Boston Fruit Company's steamer Brookline put into Fortune Island last Wednesday with her machinery disabled while on the passage from Port Antonio, Jamaica, to Baltimore, with a valuable cargo consisting of bananas, oranges, and cocoanuts. The break-down is of a serious nature, and the Brookline will be compelled to remain at Fortune Island until assistance reaches her. The 14,000 bunches of bananas she carries will become worthless and will be jettisoned. The ocean tug Underwriter, belonging to the Boston Towboat Company, will leave here to-morrow for Fortune Island and tow the disabled steamer to Newport News for repairs.

Mad Monkey Bites a Chicago Girl.

CHICAGO, Nov. 28.—A monkey attacked eleven-year-old Mabel Hogle last night in the Clark Street Museum, and despite the struggles of the father to protect his child, bit her badly and tore her clothing. Visitors in the museum, terrified by the child's cries and the jabberings of the monkey, fled to the lower floors.

After the girl was rescued the monkey was killed by one of the attendants. It is said the monkey was suffering with rabies.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure is high in New England and the Atlantic States. An area of high pressure covers the Rocky Mountain districts. The pressure is relatively low in the Mississippi Valley, but there is no storm centre. The barometer has risen in New England and on the Atlantic coast, also on the Rocky Mountain plateau. It is lower in the lake regions and the Mississippi Valley. The temperature is lower in the South Atlantic States and on the Middle Rocky Mountain slope. It is higher in the lake regions and the Ohio Valley. Showers have occurred in the east Gulf States, on the Middle Rocky Mountain slope, and in the lake regions. Threatening weather with showers is indicated for the east Gulf States, the Ohio Valley, and the lake regions. Showers may extend into the Middle Atlantic States. The weather will be fair west of the Mississippi River. The temperature will fall decidedly in the west Gulf States and in the Mississippi Valley. It will rise in the upper Ohio Valley, the lower lake region and generally in the Atlantic States.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1896.	1897.	1897.
3 A. M.	63	27	30
6 A. M.	64	26	28
9 A. M.	63	28	31
12 M.	67	32	36
4 P. M.	52	33	35
6 P. M.	45	33	34
9 P. M.	41	34	36
12 P. M.	40	35	37

THE TIMES's thermomet

much sympathy for those who are short because of the fact that the majority of these latter went in with little food, although abundantly warned at Lake Bennett in advance.

"It had not been discovered up to Oct. 16, who shot the two men in Dawson who were caught stealing food. One was found dead. The other was fatally wounded. He died at the Catholic Hospital. It is believed that a secret organization exists for the purpose of shooting down thieves. The organization of hunting parties for the Winter to hunt moose was talked of and will be carried out.

Much Illness at Dawson.

"Dysentery and accompanying features were general at Dawson last Summer, caused by miasma swamps on which the town is built, poor drainage and sewerage. The sickness will be worse next Summer. The river water is bad, but there is a spring of water at the Catholic Hospital.

"Nothing was talked but the grub question. The solution probably will be a public committee to gather up voluntary or enforced contributions, the food thus gathered to be publicly dispensed and paid for by work or cash by those to whom it is given.

"The Yukon River practically closed about Sept. 30 and again about Oct. 25, but the ice ran out again and left the river free so that the parties who had taken chances of being left out in the wilderness, most of them short of provisions, too, probably got to Dawson or near it.

"This opening of the river twice was a phenomenon never known to occur before.

"There was no new mining excitement. With a persistence heretofore unexplained many parties from Dawson, as well as newcomers, went up the Stewart River. Nothing whatever, except good claims, have as yet been discovered there. The belief, however, is that rich discoveries will be made there.

"Jack Dalton and Mr. Maloney, a lawyer of Juneau, have purchased of Hugh Ferguson and Alexander McDonald Skookum Claims Nos. 1 and 2 for $82,500. It is reported a large advance has been offered to the buyers. Skookum claims are looking up because some of them have yielded initial work as larg returns as any found elsewhere.

"Thomas Magee, Jr., has purchased interests on some of the best creeks, Eldorado, Bonanza, and Skookum. He will return to develop these claims early in the Spring. Business in connection with them was what brought him out.

"An agent of the Rothschilds who invested $60,000 last Fall has made arrangements to return in the Spring.

"Because of the failure of the September steamers to take passengers down the Yukon early enough to give reasonable assurance that ocean connections would be made at St. Michael, hundreds who were intensely anxious to get out of the country for the Winter will try later to get out over the ice and lakes with dogs and sleighs. Many of them will suffer greatly because competent guides and dogs are scarce.

"The failure of the steamers to get up the rivers with provisions and down with passengers will have to be rectified. Lighter draught boats, with more power and steam capacity for use in getting over bars, will have to be ready next June. Hundreds of intensely disappointed persons are now in Dawson, who, like myself, would have given any price in their power to get out by steamer, but could not.

"I was better off in the wilderness and walking than in that hole of utter discomfort and starvation this Winter. The people there are being largely prevented from developing the enormously rich country by nearly utter isolation and scarcity of food. The work to be done is sufficiently hard and trying at best, and the great difficulties should not be increased.

"A railroad is the real want. If steamboats were run from Lake Bennett to Dawson, they could not travel continuously. The obstacles of the canyon, the White Horse and the Five Fingers Rapids are to be removed, nor sand and gravel bars and snags are to be erased, and if they all could, lake and river navigation would only be for the Summer. A railroad would be for all of the year.

Railroad on the Dalton Trail.

"The Dalton trail goes over a very easy country of remarkably light grades. Its two summits are exceedingly light and the salt water terminus at Haines Mission, at Chilkat, an exceedingly fine one. A. Calberger of San Francisco is in the field surveying this route. We passed him fourteen miles from Chilkat. He is reported to have capital behind him. He said his company will begin work by the 1st of January.

"Mr. McArthur, surveyor, sent by the English Government, went over the trail last Summer. He was under Mr. Dalton. He was well satisfied with the route and the grades. Somewhere quartz and placer mines of great extent and richness are to be found in that country, and it is my deliberate opinion that California and Australia are likely to have their past and present mines out-distanced by the development of the next ten years in that wide region.

"Of course, tolerably fairly paying placers and wide low-graded quartz will be the rule.

"In saying this I am not dreaming of adding stimulus to the wild and blind helter-skelter rush of aimless people who have been and will be tumbling in all sorts of of unprepared shapes into that wild country.

Disappointed Gold Seekers.

"It was a study in this connection to see men apparently almost crazed with haste, breaking their necks almost, in rushing over the Skaguay trails to get into the Klondike and later on to see them in Dawson loafing around the muckhole streets there doing nothing, waiting for rich strikes which they expected and did not find.

"Nearly all of them were short of provisions, the great majority were suffering from the blues and intense disappointment. Eight out of ten of them wished they had not come. It was generally prophesied at Dawson that next Summer and Fall there would be nearly as many outgoers as incomers. Some very rich strikes, none of which were made last Summer and Fall, may change this. Transportation both ways on the river can hardly be overdone."

A COMMITTEE FOR ALASKA.

Gov. Brady Says Congress Will Be Asked to Authorize It.

SEATTLE, Washington, Nov. 28.—In an interview Gov. John G. Brady of Alaska said:

"The business men and officials of Alaska are concerned affecting some change or amplification of the laws as they are at present in force.

"They will combine to submit to Congress a proposition to authorize the appointment of a committee which will consider the needs of Alaska on the ground. My idea is that the committee should consist of a Senator, a Representative, and three bona fide residents of Alaska. If we are able to get a commission something may be accomplished for the practical good of Alaska. Otherwise time devoted to Alaska will be frittered away in the consideration of individual bills of no benefit to the country as a whole. Many think that Alaska should have a Territorial form of Government. The objections to this are manifold, chief among them is the sparse population of the country.

"A Territory means taxation, and the people are not there to be taxed. It would be of little avail to submit to Congress resolutions for a change in the code now in existence. These things must be investigated by a committee which can ascertain the needs of the people by personal observation. We want an extension of the land laws, the status of the natives declared, the regulation of the fish industry, the right of appeal, and laws for the preservation of game.

"The smuggling evils must also be dealt with by the committee. Last year 21,000 gallons of Canadian whisky were smuggled into Alaska."

Gov. Brady thinks that Alaska will be as great an agricultural and farming country some day as a mining one. Gov. Brady's trip to this city is on private business. He will not go on to Washington to attend the coming session of Congress, as has been reported.

Alleged Gold Find Near Fishkill.

FISHKILL-ON THE-HUDSON, Nov. 28.—Fishkill is much excited on account of an alleged discovery of gold in this town. Back of the town is a range of high mountains. An old hunter, named Harry Ireland, last Friday, when near the range opposite Fishkill Village, found a lump of ore, which is said to contain gold and a small percentage of silver.

FOR THE KLONDIKE SERVICE.

The Little Steamship South Portland Will Be Fitted Out.

The little steamship South Portland, belonging to McCaldin Brothers, has been chartered for Klondike service. The Boston and Alaska Transportation Line, which is fitting out the steamship Brixham, is the charterer. The Brixham is to sail in about two weeks and the South Portland will sail probably a month later. She is to be fitted out at the Ross Iron Works in Brooklyn at an expense of $10,000.

The South Portland is an iron steamship, 185 feet long, 29 feet beam, 16 feet depth, and of 622 gross tons. She has four bulkheads and at present is suited only to cargo carrying. She will be completely overhauled and fitted with passenger accommodations.

The South Portland was built in England in 1888, and while under the British flag was called the Dawn. Later, obtaining American registry, she won notoriety when, as the Caroline Miller, in command of Pilot "Johnny" O'Brien, she engaged with great success in the service of Haitian filibusters.

SLOANE GETS HIGH PRAISE.

English Newspapers Comment on His Phenomenal Riding.

LONDON, Nov. 28.—The close of the flat racing season sees Mornington Cannon at the head of the winning jockeys, with 145 successes. Loates is second and Wood third. The papers comment at length upon the remarkable success of "Tod" Sloane, the American jockey, during the present month in England.

Sloane's victories for November numbered 20 for 58 mounts.

The Daily Mail will say to-morrow that Sloane intends to return to England, and, therefore, left a good impression at Manchester. It will add:

"In the teeth of much hostile criticism Sloane has conquered the English owners. Where formerly he found critics he now finds people anxious to engage him. He has ridden for the Prince of Wales, for that magnificent judge of horsemanship, Capt. Bewicke, and for the Foxhall stable."

The Daily Telegraph will say:

"The winning average of the once ridiculed is simply astonishing. The Manchester people gave him a gratifying send-off in recognition of his pluck and skill. He should return to America with a good opinion of England and Englishmen. Indeed he has already expressed himself to that effect.

"He will be able to boast that he has enjoyed the confidence of a no less illustrious sportsman than the Prince of Wales. When Dickens's "American Notes" created a sensation, who could have foreseen that the day would come when a Yankee jockey should ride to victory on an English racecourse in the colors of a royal Prince?"

Other papers will pay similar encomiums, with such captions as "Great Day for Sloane."

The Sporting Life will say:

"Certainly the occasion was one of which he might well be proud. It was a really unparalleled feat to win four out of five and to run second in the great event of the day. Considering his ignorance of the peculiarities of our courses, his performances have been phenemenal."

"It is needless to say that he has nothing to learn from the English jockey, who might in many instances well copy his methods."

WILSON'S BODY IN THE RIVER.

His Money and an Overcoat He Had Worn Are Missing.

The body of William Wilson, who had been missing from his home, 454 West Thirty-first Street, since Nov. 12 last, was found floating in the North River at the foot of Thirty-fourth Street yesterday.

On the day of his disappearance Wilson had $7 in his pocket and wore an overcoat. The coat and money are missing. Wilson was a laborer, forty-eight years old. He was married and the father of seven children.

His widow stated last night that she feared her husband had met with foul play, because he was a fairly temperate man, and never staid out at night. There are no marks on the body. The police will investigate the case.

BRIDE ATTEMPTED SUICIDE.

Husband, It Is Said, Had Not Tried to Find Employment.

Mollie Schwartz is nineteen years old. She has been married only three weeks, and last night she took a quantity of paris green with the intention of killing herself. She was taken to Gouverneur Hospital, and it is feared she will die.

When Max Schwartz married the young woman he took her to live with the family of his brother, on the fourth floor of the rear tenement at 70 Willett Street.

Max was not working when he married, andhe, it is said, has not tried to find employment since. His brother did not say anything for a while, but yesterday suggested that the husband, who is twenty years old, go to work and make a home for his bride. Max said he would think about it. After she retired she took the poison and was in convulsions when found.

DRUGGISTS BOUND TO GET TRADE

Unique Methods Adopted to Meet Changing Conditions.

Some of the retail druggists in this city say that the character of their business is changing rapidly and radically. They contend that the wholesale development of specific remedies has practically killed the prescription business, and that the competition of the large department stores in perfumeries, toilet articles, and proprietary specifics has cut down their margin for profit so closely that there is absolutely none left for breakage or waste.

This state of affairs has naturally sharpened the wits of the retail druggist, and he appears to be both able and willing to meet the new order of things with a new order of methods. A large number of uptown west side druggists have recently undertaken to win trade on the profit-sharing plan. That is, they offer to give premiums on patronage. In several stores purchasers receive with their goods checks on which the amount of each purchase is stamped. On the back of each check is the announcement that "For one dollar's worth of these checks returned the holder will receive, etc., etc." Some druggists give a bottle of perfumery for a dollar's worth of canceled checks; others give a package of candies; still others offer small toilet articles. One Columbus Avenue pharmacist has lately displayed in his show window a glittering assortment of silverware, which he proposes to distribute among his customers in proportion to the amount of purchase checks that they may return. For one dollar's worth they will get a spoon or a napkin ring, for two dollars' worth a silver-plated knife and fork, for three dollars' worth a silver-backed hair brush, and for five dollars' worth their choice of several tempting articles. This method of increasing trade appears to be spreading among the local druggists.

An enterprising Broadway druggist has equipped his store With four or five slot machines, including musical boxes, chewing gum producers, lung testers, and a perfumery fountain. In order to attract the special attention of the neighborhood to his display he issues artistically engraved cards in the form of an annual pass on a railroad. These cards are judiciously distributed, and they are calculated to tickle the fancy of their recipients, for they generously "Pass the bearer" to all the privileges of the penny-in-the-slot machines as well as "to the privilege of buying the finest grades of goods at bedrock prices, from a carefully selected stock of drugs, toilet articles, &c." Of course, it is not expected that the privilege of the free use of the penny-in-the-slot machines will be exercised to any appreciable extent.

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For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

The only genuine Hunyadi Water.

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BEST NATURAL APERIENT WATER

Prescribed and approved for 34 years by all the medical authorities for CONSTIPATION, DYSPEPSIA, TORPIDITY OF THE LIVER, HEMORRHOIDS, as well as for all kindred ailments resulting from indiscretion in diet.

"The prototype of all Bitter Waters."—*Lancet.* Speedy, sure, gentle.—*British Medical Journal.*

CAUTION: *See that the label bears the signature of the firm*

Andreas Saxlehner

LETTERS FROM THE PEOPLE

A Critic of the Bird Laws of the States Shows How They Are at Variance.

BOBOLINKS NORTH AND SOUTH

Men Declared the Culprits in the Matter of Bird-Killing for Hat Ornamentation—Heron Farming for Aigrettes in Northern Africa.

To the Editor of The New York Times:

A wiser man than the ornithologist says "a word to the wise is sufficient." But the wise man of old did not have ornithologists and an Audubon Society to deal with. The writer signed "One of the Founders of the Original Audubon Society" in to-day's TIMES states as facts some very important points in this bird discussion.

First, he says, "Practically every State in the Union has a statute forbidding the killing of birds that are worn as headgear." He next says, "These State laws are ineffective because unenforced." And next, "Congress has no power to enact laws affecting the birds or other wild life of any State. This principle has been decided beyond question by the United States Supreme Court." He next inveighs in the customary Audubon Society way against women as the sole offenders against these laws, and responsible "for the extermination of some species of birds and the detrimental decrease of others." He does not say where taxidermists, collectors of fancy birds, and all such come in.

But if the first statement as to State laws protecting birds be true, then the State laws require revision fully as greatly as the Audubon Society charter. We "anti" Audubon women have stated that no such extremes in a bird law, either a State or "society" one, is just or needful. A protection of the birds is our platform, not a prohibition in toto as to the wearing or collecting of any birds, except the few rarest species put on a list submitted to and approved by highest opinion.

In further proof of how foolish these State laws are, in Northern New England the killing of the bobolink, which is the reed-bird of the Middle States and the ricebird of the South, is prohibited in toto. The Philadelphia markets and the Southern markets are full of these birds, the State laws being of no importance. Therefore New England law saves the gourmand of the Southern and Middle States his delicacy.

Now, from the start we women have not assumed that we know how to make laws or enforce them. So the second and third statements quoted from the "Old Audubon Society" writer of to-day only go further to prove our position that the opportunity and obligation in all this bird question lies with the ornithologists, to revise, enforce, and make laws protecting the birds, that may not be censurable because absurdly extreme and inconsistent. For one have no fear that, with this done, the good Lord, who made all things, will allow us women to wipe out any species of birds, (even "His sparrows,") notwithstanding that we wear some of the most beautiful birds.

In connection with the subject it seems appropriate to ask THE TIMES to print the poem, "Caged," by Miss Grace Denio-Litchfield. The marvelously beautiful appreciation of birds with the undercurrent of analogy drawn with a human life is unsurpassed. And the poem also illustrates the inconsistency we contend is found in every phase of this bird question.

Caged.

By Grace Denio-Litchfield.

It was born behind bars, but it knew it had wings,
And it felt God had made it for happier things.
And it sang of the joys that it never had known;
Of fetterless flights over fields flower-strown,
Of the green of the forest and gold of the wheat,
Of the thrill in the tree-top touched by its feet,
Of the feel of a lily-leaf brushed by its breast,
And the splash of a raindrop caught on its crest.

It sang of the beauty, the rapture of flying,
The palpitant air to its heart-beats replying,
Naught over, naught under, save limitless blue,
And the music of wing strokes, rhythmic and true.
It sang and men said that its song was good!
But not one understood.

Then they brought in a wild bird, entrapped in a snare,
And a day and a night held it prisoner there,
And a night and a day, unbelieving, distraught,
With impossible fate for its freedom it fought,
Tho' it bled at the breast, blindly beating the bars,
As if strength of desire should force way to the stars.
And men pitied, and said, it was free its life long,
Who could bid it endure but a day of such wrong?
And they flung wide the doors, and the bird flashing through,
Swept away like a leaf in a gale from their view.

Then the other, behind the closed bars of its fate,
Once again sang its heart out its need to create
Of the Broad and the Boundless. In passionate song
It besought men to right for one day its life's wrong;
To restore for a day or for one only hour
The leave to make proof of its God-given power;
For one hour only to float on free wings
In the world where its soul lived, the world of best things,

Of commensurate effort and gain, of desire
Unlinked from despair, mounting higher and higher
Till lost in attainment, the world of clear visions,
True measures, high aims, and untrammeled decisions,
The world God had made it for. So its song rose
Ecstatic, tumultuous, thrilled with wild woes
And delicious complainings, until the last note
Broke off in an exquisite cry in its throat,
And men listened and said that the song was good—
But not one understood.

A. B. C.

New York, Nov. 27, 1897.

HERON FARMING FOR AIGRETTES

To the Editor of The New York Times:

In an article entitled "For Bird Protection," in your issue of Nov. 26, signed "A. B. C.," attention is called again "to the proved experiment of the Tunis naturalist, that heron farming can be carried on precisely as ostrich farming is done, to supply the market with the feathers." This is cited as a "scientific demonstration" that all the recent outcry "that the heron must die, and in nesting time, to yield us women aigrette feathers," is "a fake." The original report of this heron farm appeared in the bulletin of the Société Nationale d'Acclimatation de France for 1896, and has since, in an abridged form, been widely published in scientific journals and the newspapers. The verdict of experts is, "Important if true." As it contains statements contrary to the known facts of the breeding and plume-producing habits of the birds in question, it has a decidedly "fishy" flavor. The scene is laid in far-off Tunis, and the report is a traveler's tale. The birds are alleged to breed twice a year and to produce two crops of plumes, both of which statements are contrary to the known facts in the case of birds living in a state of nature. Furthermore, herons have been kept in numerous zoological gardens in "large inclosed aviaries, furnished with trees and water," as they are said to be at the Tunis heron farm, without showing any disposition to breed. Egrets in a state of nature do not produce two sets of the much-coveted plumes in a year. The long, graceful plumes from the back, which are the only feathers of commercial value, appear at the approach of the breeding season, are worn only during the season of reproduction, and are then moulted, usually in July and August, the birds being without these ornaments from this period until the beginning of the breeding season the following Spring. Yet at this Tunis heron farm, we are told, these precious plumes are "shorn twice a year," in May and September.

Evidently until this "scientific demonstration" is further confirmed, and until this new heron industry has extended beyond this Tunis farm, it will not form a very important source of supply for algrettes.

Another point in the natural history of herons in "A. B. C.'s" communication worthy of notice is her statement of finding on the coast of Maine a nest of the blue heron "full of young ones in September." Normally this bird lays, in New England, in May, and the young are able to care for themselves in July. They nest only once a year.

Her absurd reiterations about a "National law" for bird protection have been well met by the communication in to-day's issue of THE TIMES entitled "Birds and National Law."

This communication is not prepared with a view of supplying information to "A. B. C.," who, as shown by her letters on bird protection to THE TIMES, has very little respect for well-attested and repeatedly published facts, but for readers who, taking a reasonable interest in the matter, may be misled by her allegations and persistent misrepresentations.

J. A. ALLEN.

New York, Nov. 27, 1897.

MEN ARE THE CULPRITS.

To the Editor of The New York Times:

The naïve and pathetic query made in your issue of Nov. 27 by "One of the Founders of the Original Audubon Society" leaves no one in doubt as to the reply. "If," we are despairingly asked, "the women of the country will not respect and obey the laws of their own States, could we reasonably expect them to obey a National law?" we promptly argue that, reasonably or unreasonably, the men could not. Possessing the shortcomings of our sex, which means an intimate knowledge of that polygon, we cheerfully admit that whether a law be a State or a National or a domestic one, our first impulse is to make it, and be done with the matter. But we do not see the relevancy of the inquiry in connection with our wearing feathers. We have not yet been informed that there exists any law prohibiting the use of plumes.

Your correspondent ingenuously declares that "practically every State in the Union has a statute forbidding the killing of birds, even as headgear." But how are we concerned with those laws? Let women set traps for birds or go banging about with guns? On the contrary, do not we scream at the mere sight of one of those deadly weapons, just as we do when the dangerous mouse points its muzzle in our direction? As for traps, we have been known to set them, but not for birds. Oh, no! We have even walked into them unwarily when put in our way by the men. But we never kill the blithe songsters. We love their gay little roundelays, and bright flashing plumage too well. We wonder who does destroy them?

Not the men, of course. They are perpetually inveighing against our hardness of heart in merely wearing them, and men are just as well as logical we know. We wish some one would find out who the guilty ones are. We should like to know also, just for the sake of information, who prepares the birds for the millinery market and does the importing, and offers them for sale. It is all very queer. The men not being responsible, who can it be that tempts the woman? And she does wear them when the offenders are discovered, and the "laws of their own States" brought to their recollection. We are sure the matter will be settled. We devoutly trust it will, at least.

Meantime, if the men would devote the energy and logic they are wasting upon the discussion of our feathers to finding out the real culprits, we think it would be a relief to the women and the readers of THE TIMES, and would accomplish more in the way of lowering our plumes. We are always most tractable creatures when dealt with reasonably; but the logic of the men concerning women is, we confess, past our mental or moral ability to grasp. They seem to be hopelessly entangled in it themselves on this subject. Can it, after all, be "Neither rhyme nor reason?"

F. W. H.

Mount Vernon, N. Y., Nov. 27, 1897.

YOUNG SWINDLER IN HARLEM.

Boy Representing Himself as a Druggist's Clerk Collects for Telephone Charges and Steals Money.

A rosy cheeked youth of fourteen years, in well-fitting knickerbockers and with a glib tongue, has for the past two weeks been working a clever swindling game on the unsuspecting residents of Harlem. Just how much money he has secured by his dishonest method is not known.

With a siphon in one hand and bottles of drugs in the other, he has visited nearly all of the residences of the well-to-do dwellers in the vicinity of West One Hundred and Twentieth Street, passing himself off as an employe of the family druggist and working his game. The youth's system, as he has worked it all through the neighborhood, can be thoroughly comprehended from the case of Mrs. Title, who lives at 250 West One Hundred and Fourteenth Street.

He represented himself as having come from the drug store of J. Reithert of 254 West One Hundred and Sixteenth Street with a telephone message that Mr. Title had gone to Washington and would not be home that night. He collected 20 cents for telephone service, and slipped Mrs. Title's pocketbook, containing $20, into his knickerbockers, departing with a cherub-like smile on his rosy cheeks. Mrs. Title thought him a sweet child until Mr. Title came home within an hour and the swindle was discovered.

Mrs. Henry Rosenberg, wife of the manager of the Banda Rosa, at 142 West One Hundred and Twentieth Street, was told that her husband had gone to Boston and paid 20 cents for the information; Mrs. John McKenna of 203 West One Hundred and Eighteenth Street also paid 20 cents and lost her pocketbook containing $2; Mrs. Reed, Seventh Avenue and One Hundred and Nineteenth Street lost $20.20 by the visit of the smiling child; Mrs. Stone of 140 West One Hundred and Twentieth Street paid 50 cents; Mrs. William Naughton paid 30 cents for telephone charges, and two women at 163 West One Hundred and Twenty-first Street lost jewelry and pocketbooks, besides giving a kindly tip to the boy. Other victims were Mrs. Grossbaum of 202 West One Hundred and Twenty-second Street and Mrs. J. Smith of 204 West One Hundred and Twenty-third Street.

The druggists who were used as temporary employers of the young swindler were Martin of One Hundred and Fourteenth Street and Seventh Avenue, Troatz of One Hundred and Twenty-eighth Street and Seventh Avenue, Zaght of 2,082 Seventh Avenue, Koertge of One Hundred and Sixteenth Street and Eighth Avenue, and three or four others. They all reported that the majority of their customers had been robbed by the same youth, and that many of them had lost jewelry, pocketbooks, and money paid for telephone tolls. The case was reported to Police Headquarters last night. The swindler is believed to be the child of well-to-do parents, who has fallen into evil ways.

AUTONOMISTS THANK SAGASTA.

MADRID, Nov. 28.—A deputation of Cuban Autonomist Deputies waited upon Señor Sagasta, the Premier, yesterday, and congratulated him upon the sincerity of purpose evinced in the autonomy decrees.

Señor Moret, the Minister for the Colonies, has received numerous dispatches from the provinces and from the Antilles congratulating the Government.

The Official Gazette will publish to-morrow the decree granting autonomy to Puerto Rico, on lines similar to Cuban autonomy. The Chamber will consist of thirty-two members; the Council of Administration of sixteen, of whom eight will be elected. The two Chambers of Commerce in the Island will take part in the election.

Weyler Arrives at Palma.

PALMA, Island of Majorca, Nov. 28.—Lieut. Gen. Weyler on the Monserrat, arrived here this morning, and was accorded an enthusiastic welcome.

Pecans from Texas.

From The Galveston (Texas) News.

The pecan crop in Texas is over 3,000,000 bushels, and the trees are not bare yet. Texas is the only State which yields a bushel of pecans to every inhabitant and furnishes an abundance for the hogs.

THE GENUINE JOHANN HOFF'S MALT EXTRACT MAKES FLESH AND BLOOD AVOID SUBSTITUTES

Meriden Britannia Co.

Silversmiths and Makers of Gold and Silver Plate.

Madison Square. 208 Fifth Ave.

AN OCTOGENERIAN WEDS.

Bride Is Twenty-four Years Old and Both Are Employed on the Kings County Elevated Road.

The social circles in which the Kings County elevated railroad employes move are all in a flutter just now over the wedding on Thanksgiving Eve of Samuel Parkhill to Miss Annie Kirkland. Parkhill is the ticket agent at Manhattan Crossing. He is eighty years old and has a married son and daughter. He owns considerable property, including two houses, worth, it is said, about $10,000. Mr. Parkhill, who lives at 29 Pulaski Street, has been employed by the company ever since the railroad was opened. He is not the sort of man who would be most likely to win a young girl's affections. He wears a wig, and is said to have purchased a brand-new one to do honor to his bride at their wedding.

Miss Kirkland is the ticket agent at the Myrtle Avenue and Court Street station on the up-town side. She is only twenty-four years old and a pretty brunette. The wedding took place at the parsonage of the De Kalb Avenue Methodist Episcopal Church, 406 De Kalb Avenue. The pastor, the Rev. Charles E. Miller, officiated. Mrs. Miller acted as bridesmaid, but Parkhill got along without a best man. The bride wore a gown of red Henrietta, trimmed with green velvet, with zouave jacket effect; a pearl-colored cloak, trimmed with pearl buckles, and a black velvet hat trimmed with plumes.

Mr. Parkhill was not so handsomely attired, but, as already stated, he had obtained a new wig for the occasion from a Fulton Street wigmaker, to whom he confided the information that he had made over all his property to Miss Kirkland.

Mrs. Kirkland, the girl's mother, is broken-hearted over the affair, and the wedding, it is needless to say, is the talk of the road.

Parkhill was formerly Superintendent of the Franklin Avenue Railroad, and Annie's father, now dead, was employed under him. Annie's home, until her marriage, was at 24 Grove Street.

THE TRAINMAN WAS WORRIED.

Women Passengers Insisted on Standing in the Forward End of the Rear Car.

A train was hastening down from Harlem on the Sixth Avenue Elevated Railroad, and every car except the rear one was completely filled, mostly with women. It was in the middle of the forenoon, and the female passengers were classified by the loquacious trainman as "them shoppers." This same trainman confidentially remarked to several men who were standing on the platform of the rear car that he was tired.

"Them shoppers uses me up," said he, "fer you can't do nothing with 'em. Look at this last car! There is seats vacant down at the other end, and yet these women are crowded up at this end so thick that nobody can git in or out. Now here we be at Seventy-second Street, and more of them shoppers wants to git on."

As the train pulled out from the Seventy-second Street station with an increased load, the weary trainman endeavored for the fourth or fifth time to break the congestion at the entrance of the rear car. "Please step back, ladies! p-l-e-a-s-e!" he shouted. "The other end of the car is going to get down town just as fast as this end. There's lots of room and vacant seats down there. Please step back." This appeal had little effect. A few passengers got on at Sixty-sixth Street, and some got on and some got off at Fifty-ninth Street. Still the human wedge remained in the doorway of the rear car.

"Now I'll make 'em move," muttered the trainman, as the train started to round the down curve into Fifty-third Street. "Look out there, ladies! Git back! git back!" he sang out brusquely. "There's too much weight at this end of the car. The wheels are weak, and they may break down on this curve. Move back to the other end of the car. Careful, there, careful! Look out, now! Don't you hear them wheels squeal? Step back and give 'em a chance."

Even this vigorous bluff failed to produce the desired effect. The human wedge refused to budge, and the disgusted trainman shook his head sagely and repeated his original remark: "You can't do nothing with them shoppers."

AT THE HOTELS.

ALBEMARLE—Samuel Bowles, Springfield, Mass.

FIFTH AVENUE—Ex-Gov. J. S. Hogg, Texas; President M. H. Smith, Louisville and Nashville Railway, Nashville.

HOFFMAN—O. E. Taft, Chicago; Judge Beardsley, Utica.

HOLLAND—William L. Elkins, Jr., Philadelphia.

WALDORF—J. B. Speed, Louisville, Ky.; Charles De Wendel, Paris; Frederick C. Kennard, Sussex, England; E. H. Digby, London; E. H. Frich, London; Frederick Cooke, Rochester.

MANHATTAN—Jerome Hill, St. Louis; John W. Chandler, Boston.

PARK AVENUE—Charles Phillips, London; Dr. Ira Rouse, Ottawa.

GILSEY—P. J. Hepburn, United States Navy.

BROADWAY CENTRAL—C. Rugge, Hong Kong; Dr. L. de Lubovitz, London.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Ettlinger, M., Providence, R. I.; clothing; Hotel Albert.
Dickinson & Co., Holyoke, Mass.; A. E. Dickinson, dry goods; Hotel Albert.
Woodward & Lothrop, Washington, D. C.; G. Louis, bric-a-brac and toys; 438 Broadway; St. Denis Hotel.
Barnard, Sumner & Putnam Company, Worcester, Mass.; G. A. Putnam, notions; W. H. Sandford, dry goods; 52 Franklin Street; St. Denis Hotel.
Carroll, Beadle & Mudge, Rochester, N. Y.; A. W. Mudge, silks; 45 Lispenard Street; Park Avenue Hotel.
Myers, John G., Albany, N. Y.; P. Broderick, dress goods; 487 Broadway; Park Avenue Hotel.
Callender, McAuslan & Troup Company, Providence, R. I.; J. J. Williams, cloaks and suits; 2 Walker Street; Park Avenue Hotel.
Woodward & Lothrop, Washington, D. C.; Miss B. Rubinstein, collars, cuffs, and ruchings; Miss Mallon, gloves and parasols; 438 Broadway; Holland House.
Brown, Durrell & Co., Boston, Mass.; J. F. Durreil, notions; 438 Broadway; Murray Hill Hotel.
Smith & Murray, Springfield, Mass.; C. Rochat, housefurnishing goods; A. Leith, cloaks and suits; 57 White Street; Murray Hill Hotel.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Brown, Thompson & Co., Hartford, Conn.; H. B. Strong, boys' clothing and upholstery goods; 2 Walker Street; Murray Hill Hotel.
Samuels, Isaac A., & Co., Pittsburg, Penn.; I. A. Samuels, overalls; Hotel Imperial.
Graham, C. W., Delhi, N. Y.; holiday goods; Grand Union Hotel.
Edwards, J. B., Laceyville, Penn.; jewelry; Cosmopolitan Hotel.
McGuire, W. T., Cambridge, Mass.; hardware; Grand Union Hotel.
Robinson, A. M., & Co., Atlanta, Ga.; R. Robinson, dry goods; Hotel Marlborough.
Moulton Brothers, Baltimore, Md.; W. G. Moulton, notions, hosiery, and gloves; Hotel Marlborough.
Saks & Co., Washington, D. C.; I Saks, clothing; Hoffman House.
Guggenheimer, G., & Co., Lynchburg, Va.; D. Dreyfuss, furnishing goods and jewelry; 258 Church Street; Hoffman House.
Sibley, Lindsay & Curr Company, Rochester, N. Y.; J. Cook, dry goods; 2 Walker Street; Hotel Imperial.
Gutman, Nathan, & Co., Baltimore, Md.; H. Gutman, notions and linings; Hotel Albert.
"Fair, The," Chicago, Ill.; E. Schweinbold, dry goods; Hotel Albert.
Frank, A., & Sons, Baltimore, Md.; I. Frank, tailors' trimmings; E. Frank, tailors' trimmings; Hotel Albert.
Levi, Newburger & Co., Louisville, Ky.; J. R. Newburger, clothing, and woolens; Hotel Marlborough.
Plant, J. D., & Brother, Danbury, Conn.; H. D. Plant, dry goods; Hotel Marlborough.
Wallace, The, Brothers Company Statesville, N. C.; William Wallace, dry goods; Hotel Marlborough.
Warren, J. H., Springfield, Mass.; optical goods; Continental Hotel.

Can't Spell Correctly.

From The Hartford (Conn.) Courant.

There is not a college in the country, with all their elaborate system of courses in rhetoric and literature, that does not give its degrees every year to young men who cannot spell, or, rather, who do spell common English words in a novel and startling manner, who are ignorant of the ordinary rules of punctuation, and cannot produce a page of legible manuscript or write an ordinary letter of friendship or business without errors that we usually associate with the very young or the entirely uneducated. This may be the fault of the English language; it may be the fault of the preparatory schools, or it may be the fault of the colleges. It is a fact.

WESTERN FORESTS DOOMED

Minnesota, Wisconsin, and Northern Michigan Will Soon Be Depleted of Their Timber.

LUMBER INDUSTRY CHANGING

A Government Agent Says 11,000,000,000 Feet of Pine Are Still Standing in Minnesota—Young Trees Now Growing Up.

MINNEAPOLIS, Nov. 22.—Figures are available to show that the vast forests of pine, which, a few years ago, were the pride and boast of Minnesota, Wisconsin, and Northern Michigan, are melting away beneath the axes of the lumbermen, and that, unless stringent measures are at once taken to stop their depredations, it is a question of but a few years at the most when these States will be obliged to import the lumber needed for ordinary building operations.

It is estimated, on reliable authority, that during the year 1896 the output of lumber in Minnesota and Wisconsin was 4,500,000,000 feet. If this amount had all been sawed into boards, a house ten feet high and fifteen feet wide, with a board floor, could have been built around the entire globe, with enough lumber left over to build a fence on each side. The value of products from the forests of Wisconsin alone during the year 1896 was $52,115,739, and the amount of lumber sawed was 2,817,000,000 feet. To operate these interests $13,943,589 was invested, of which about $11,000,000 went to workingmen as wages. At the present time there are not far from 45,000 men employed in the lumber industry, and at the close of the present season over $14,000,000 will have gone into their pockets.

The forests of Wisconsin, as may well be imagined, are fast disappearing beneath this tremendous strain. In the past twenty-four years nearly 54,000,000,000 feet of pine alone have been carried away. There is said to be only about 8,000,000,000 feet remaining, of which 2,000,000,000 feet is located in Bayfield and Douglas Counties, in the northern part of the State. Heretofore loggers and choppers have been instructed to cut nothing less than twelve inches in diameter, but this season they have been told to cut everything from six inches upward.

Pere Marquette's Industry Gone.

The same conditions hold good in the northern peninsula of Michigan. The lumber industry at Père Marquette has practically expired, and operations at Muskegon, Whitehall, and Grand Haven have ceased to exist. A movement is now on foot to manufacture shingles out of the stumps which remain. As many of these in the earlier days of the lumber industry were cut from eight to ten feet above the ground on account of the deep snow, it will be seen that there is much good timber still available for this purpose. The vast forests along the Ontonagon and Brulé Rivers, which were the scene of the operations of the Diamond Match Company, have been all but exhausted, not enough being left to warrant the company to rebuild their mill at Ontonagon which was burned down a little over a year ago. Instead, they are running their remaining logs down to Ontonagon in the river and there loading them on cars, whence they are carried to Green Bay, where the company has leased a mill for a term of years.

A Government agent was sent from Washington a few weeks ago to investigate the situation, and his report has just been made public. According to his estimates there are still remaining about 11,000,000,000 feet of pine in Minnesota. In some of the localities he visited he found young pines taking the place of those cut twenty years ago, and this has stirred a number of arboriculturists to insist that a law be passed making it obligatory to replant the pine forests. Conservative lumbermen say, however, that it takes from fifty to one hundred years to grow pine trees to a size where they will be valuable commercially. Nevertheless, there are not a few who have found it profitable to return to the forests that were devastated twenty years ago, and they claim to have made as great a profit as those who handled the lumber originally found there.

Heavy Cuttings for This Winter.

The coming Winter will, in all probability, see the heaviest cuttings for a number of years past. Lumbermen see the return of prosperity and are preparing to meet the demand that has even now begun to flow in upon them. Sales are constantly on the increase, and the receipts for this city for the week ended Oct. 22 show 2,353,000 feet, against 1,530,000 feet the same week last year.

One of the largest shippers in this city says that outstanding accounts are less than they have been for the past four years, and that this is due to good prices the farmers in the country tributary to this city are receiving for their crops. The shipments to South Dakota, Nebraska, and other Western States have increased more than 25 per cent. over those of this date a year ago.

The mills at La Crosse have already cut over 40,000,000 feet this season, and are still running. The supply in that section is fast giving out. The country drained by the Black River has still about 225,000,000 feet available, and the various companies operating in that section expect to log about 90,000,000 feet this season. The country tributary to the St. Croix River will be stripped of at

PROBLEMS OF CITY RULE

Rev. Dr. Eaton Discusses "Government by the Average Man," Apropos of a Novel.

POLITICS MUST BE PRACTICAL

A "Machine" Necessary to Success, but It Must Be Honest—Compromise Need Not Be Dishonorable —High License and Local Option.

The Rev. Dr. Charles H. Eaton continued his series of lectures on "Morality in Fiction" last night in St. Stephen's Church, in West Forty-sixth Street, where the congregation of the Church of the Divine Paternity temporarily worships. Dr. Eaton's topic was "Peter Sterling; or The Saloon in Politics, and Government by the Average Man."

Dr. Eaton began by saying that the novel "Peter Sterling" was an attempt to defend practical politics. "Like 'Democracy,' another novel by the same author," he continued, "it deals with methods and ideals which lie close to the hearts of all true citizens. I use the book not for the vigor of its style or the interest of its plot, but for the morality it suggests. It seeks to defend the theory of government by the average man. 'Mr. Curtis,' says the author, 'stood for the noblest political ideas this country has ever produced. He was a beacon, however, to a small class. A man who writes from an easy chair will sway only easy-chair people. This country can't have a government of the best, but only of the average. Curtis is a leader to his own grade; Tim Sullivan to his. One represents 5 per cent. of the voting population, the other 95 per cent.'"

Education of the Average Man.

"There is a deal of common sense in this view, and the facts are undoubtedly as stated by Mr. Ford. When we consider, for instance, prohibition as a means of dealing with the liquor problem, we find that we can go no further in practical politics than public opinion will justify us in doing. Until you have educated the majority of the people to a belief in prohibitive measures, the prohibitory law is but a mockery. This is equally true of the civil service, new and better sanitary laws, and wiser administration of the Police Department. Public opinion must be the backbone of all efforts at reform in civic life, and it is the only efficient means of enforcement. While, however, it is said that government by the average man is the only possible government, we must not stop educating the average man. Ideals must not be forgotten because of their immediate impracticability.

"It is a pertinent question, however: Who is the average man? Even in the City of New York, where municipal government is supposed to present the most serious problems, arising from a large foreign population and the segregation of criminals, we would hardly say that the average man is represented by a criminal, or even a barkeeper or a saloon proprietor. While it is true that for many years a large proportion of our Aldermen have been directly or indirectly interested in the saloons of the city, I think it would be safe to say that the average voter of New York belongs to a much higher type.

"Let us not forget that in practical politics leadership is of supreme importance. Peter Stirling had a rare sense of justice and of injustice. He made his home in the tenement house district. Although he has represented himself as a total abstainer he frequents the saloons, and this for two reasons. First, because he desires to gain personal influence over the voters of that district, and second, because, believing completely in Democracy he assumed, and rightly, that the honesty or the loyalty of the average man is quite as high as that to be found among the exceptional classes.

Compromise Is Necessary.

"In practical politics there is need of an adjustment of differences—compromises without sacrifice of principle. The thing reformers most need to learn is that a machine, so far as a machine represents honest primaries and honest nominating conventions, is absolutely necessary to success. The present leaders need to learn the lesson Abraham Lincoln learned, when, misunderstood by friends and attacked by enemies, he postponed the Emancipation Proclamation, because, defending the Union, he knew it was wise to adjust methods to the spirit and to the attitude of the border States.

"This adaptability, which does not involve personal dishonor or treachery, is to be commended, both from the side of practical and of ideal politics. When, however, the author touches the problem of the saloon in politics, he opens a question of the widest and profoundest interest. Here also the distinction must be made between what is ideal and desirable and what is practically possible. When we consider that in this country the liquor traffic amounts to $1,000,000,000 a year, and that it has an army 200,000 strong of vigilant and aggressive men, in many cases fighting for their personal subsistence and that of their families, we can understand the immense force with which we are to deal.

"There is no factor more important in the political management of four great cities than that of the liquor interest. This is evident, if we consider the number of licensed places in New York. There are, in round numbers, 10,000 such places, that is, one to every 210 inhabitants, while there are of barrooms one to 277 inhabitants. In 1887 there were 2,878 more places for the dispensing of intoxicating liquors than for the dispensing of food supplies. Then, more than this, while there are 10,000 saloons in the city, there are only, in round numbers, 600 churches and schools, a discrepancy certainly on the wrong side.

"A few days ago an investigation was made as to the places where political meetings were held. One thousand and two cases were investigated. Six hundred and thirty-three meetings were held in saloons, 96 next door to saloons, and only 283 widely separate from saloons. These figures hardly indicate the injurious influence of the saloons upon public life. The report of the Commissioners of Excise for 1895, in speaking of the number of licensed places in the city, says: 'This state of affairs is highly inconsistent with a high degree of public morality and safety, and is conducive to poverty, wretchedness, and crime.' Some time ago 10,000 inmates of the almshouses of the State were interviewed. It was found that 85 per cent. of them were intemperate. Sixty-three per cent. of all the arrests for crime in one municipal year have been found to be directly or indirectly attributed to intemperance.

Other Cities Worse than New York.

"I do not believe, in spite of the bad name New York has, that our condition in reference to the saloons is as bad as that of many other cities in our commonwealth. The number of licenses per thousand of population in Buffalo, for instance, is 13.75, while in New York it is only 7.27. When we remember that from 200,000 to 300,000 strangers pass through New York every day, I think we may say that while the condition here is serious it is not so dangerous as it is in some of the smaller cities of the State.

"In view of all these facts, the question arises: How are we to deal practically with the liquor problem? As I have said on former occasions, practical politics declares the advantage of high license and local option as the only available means of lessening an evil which we are not able entirely to do away with. So long as the public demands saloons, saloons will exist. I think, however, that a common-sense way of meeting what is confessedly an evil is the establishment of club rooms for men, where all the comforts and brilliancy of the saloon may be afforded without the temptation to strong drink. The Church Temperance Society proposes coffee houses. Something on that line would be an effective means in producing the desired result. The establishment of such hotels as the Mills houses, affording good nourishment and comfortable accommodations for men of narrow means, is also among the most efficient measures for solving the problem.

"When we get at the heart of the question presented to us we shall find that it is like every other great question; the only way to solve the problem of government in New York, in the interest of order, health, and temperance, is to elevate and purify and render temperate the average man. Here, it is evident, the Church and the schools have an important service to render."

Fort Townsend in Need of Troops.

PORT TOWNSEND, Washington, Nov. 28.—A telegram received here from Washington states that Major Nelson A. Miles has submitted to the Secretary of War a letter in which he recommends that Fort Townsend be occupied by troops immediately.

CENTRAL UNION IN A QUANDARY.

Undecided Whether to Favor or Oppose Four Tracks in Amsterdam Avenue.

Dr. Marion S. Miller, who said he represented the West Side Citizens' Association, called yesterday on the Central Labor Union, and urged it to co-operate with the association in its fight against a four-track trolley system in Amsterdam Avenue.

"If the plan were carried out," said Dr. Miller, "it would not only cause great complications in regard to the underground water pipes, but would also be a great menace to health and life. Some of the largest public schools are along Amsterdam Avenue, and also homes for the aged and blind. With four trolley tracks the danger to children and to the inmates of these homes would be terrible, besides the constant danger to all citizens who crossed the tracks of being run over or knocked down by the two sets of trolley cars running in each direction."

Dr. Miller than asked the meeting to send a committee to the hearing on the subject, which will take place before the Railroad Committee of the Board of Aldermen on Wednesday, to protest against the four-track system.

The meeting seemed to be undecided as to whether a four-track system should be opposed or not, and then Delegate Brown of the Cigarmakers remarked that if a four-track system were built it would mean work for more men. He said "If the schools on the west side are crowded, let them build more schools on the east side. What we want is work for the idle men, and there is no use in exaggerating danger."

Delegate Armstrong of the Electrical Workers urged the Central Labor Union to protest strongly against four trolley tracks in Amsterdam Avenue. The best schools that the city ever had, he said, were being built on the east side.

The delegates then had a long discussion in regard to public safety and more work for the unemployed. It was finally decided to refer the question to the Law and Legislative Committee, with instructions to attend the hearing before the Aldermen's Railroad Committee and be guided by its own judgment. This was generally regarded as protesting against the four-track system, as the leading members of the committee are opposed to it.

Say the Union Is Superfluous.

The International Machinists' Union complained yesterday to the Central Labor Union that the Linotype Machinists' Union was a superfluous organization, and asked that its members should disband and join the International Machinists' Union. Delegate B. J. Hawkes of the Concord Labor Club, who also belongs to Typographical Union No. 6, ridiculed the claims of the Internationals. The International Machinists, he said, got only $2.50 a day for wages, while the linotype machinists made as much as $5 a day, and if this union were to disband and join the Internationals, its members would have to work for only half of what they were getting now. The meeting referred the question to the American Federation of Labor, as it was a national organization.

'Longshore Seamen Meet.

The 'Longshore Seamen's Benevolent and Protective Association of the Port of New York met yesterday afternoon at 234 Spring Street to reorganize after being in a quiescent state for several years. The members work in the rigging of vessels after they enter the port and also in hoisting cargo. They strongly objected to being called 'longshoremen. There were present delegates from this city, Brooklyn, Jersey City, and Hoboken. John N. Smith was elected temporary Chairman, and James Brown Lee temporary Secretary. There are about 1,500 men employed in this trade in this city and its vicinity, and they say that the objects of their organization are benevolent.

SCHOONER YACHT YAMPA SOLD.

Her Owner, R. S. Palmer, Does Not Know Whether the German Emperor Is the Buyer or Not.

A report was published yesterday that the steel cruising schooner yacht Yampa had been sold, and that the purchaser was Emperor William of Germany. The rumor has been revived from time to time during the last six months that the Kaiser, having been impressed with the many superior features in American yachts, was negotiating for the purchase of a representative craft.

When the Yampa, which is owned by Richard Suydam Palmer of the New York Yacht Club, was at Kiel, and Admiral in the German Navy visited her and made a critical examination of her. He was seemingly well pleased with her, and, as it was understood that his action was taken by direction of the German Emperor, it was believed that the latter was contemplating the purchase of the craft.

The Yampa continued her voyage and arrived in New York a week ago with her owner on board. It is now said that the vessel was sold when the yacht touched an English port, and that the sale was brought about through the London agents of Tams & Lemoine, the yacht brokers of this city. It was also reported that the Emperor was the purchaser, and that the Yampa was being prepared at City Island for her voyage to German waters.

J. Frederick Tams, when seen yesterday, admitted that the Yampa had been sold, but added that he knew nothing about the German Emperor being the real purchaser. "The sale of the yact was consummated a few weeks ago," said he, "while she was at sea bound for this port. Our London agents made the sale, and I recall that a German name was mentioned in the negotiations. The name was not one of those of the Emperor, however, and we have no reason to believe that he was in reality the purchaser. She is being cleaned up for her voyage across the Atlantic."

Richard Suydam Palmer, the owner of the yacht, expressed surprise yesterday when told that he had sold his yacht to the Kaiser. "The published account of the sale," said he, "is entirely without authorization. The yacht has been sold, but the King of Siam may be the purchaser, for all I know."

Whoever may be the purchaser of the Yampa, she will furnish in European waters one of the best examples of American yacht building. She was designed by A. Cary Smith for Chester W. Chapman of the New York Yacht Club, and was built by the Harlan & Hollingsworth Company of Wilmington, Del., in 1887. She is of steel, 135 feet over all, 110 feet water line, 27 feet beam, 13 feet deep, and draws 14 feet of water. Mr. Palmer became her owner in 1894. It has been said that Mr. Palmer's reason for parting with her is that he cannot obtain the racing he is so fond of in a schooner-yacht, and that he will now build or buy a sloop, which he will take to England to race with the best of the cutters there. Mr. Palmer said yesterday that this statement was untrue.

FEDERAL VETERANS IN GEORGIA.

Legislature Refuses to Put Them On an Equality with Confederates.

ATLANTA, Nov. 28.—The Georgia Legislature, which has done several things during the past few weeks to make itself conspicuous, yesterday concluded nearly a whole week of debate on a question affecting the rights of veterans of the Federal army in Georgia.

Representative Calvin, an officer in the Confederate Army, introduced a bill to place the Federal veterans on the same plane with the Confederates in the State. This would relieve them of all special taxation in the matter of conducting enterprises ordinarily subject to taxation, and in the pleading for the adoption of the bill, Col. Calvin made one of the most dramatic and effective speeches ever heard in the Georgia Legislature.

He urged that the Northern soldier was as brave a man and as good a citizen as the Southern soldier, and that all sectional lines should be wiped out by giving both equal privileges wherever that was possible. The Legislature took a contrary view, however, and the bill was defeated by a vote of 91 to 58.

Elliot Danforth to Marry.

RIVERHEAD, L. I., Nov. 28.—Announcement has been made of the engagement of Elliot Danforth, Chairman of the State Democratic Committee, to Miss Mary B. Roat of this place. Miss Roat, who has been a teacher in the public school here for a number of years, confirmed the story of the engagement, and said that she had sent her resignation as teacher to the School Trustees to take effect on the first of the year. She said that a date for the wedding had not been fixed.

REPLIES TO HIS CRITICS

Dr. Abbott, in His Sermon on St. Paul, Refers to the Attacks Upon Himself.

BELIEVES IN HIS POSITION

The Man, Says the Preacher, Who Is Strong in His Own Convictions Never Is Made Angry by the Man Who Questions His Belief.

A decided sensation was caused in Plymouth Church last night when Dr. Lyman Abbott, during the second sermon in his course on the life and teachings of Paul, made a point which was taken as an allusion to the attacks upon him for alleged heresy. He said:

"The man who is strong in his own convictions never is made angry by another man. It is the man who only half believes who is rolled and irritated by the one who questions his belief, because he is afraid he will lose his faith. To-day, in this Church of America, it is not the men who believe in the spiritual religion with all their hearts and souls that are angry because their theology is questioned. It is the men who are half afraid that their theology is false who cannot endure to have it put on trial."

There was a deep hush while Dr. Abbott pronounced these words, and when he concluded the buzz which went around the church showed that the significance of the remarks was appreciated. Further on in his sermon Dr. Abbott intimated that belief in the surrounding presence of spirits of the departed and in the possibility of their occasional recognition by persons still living. Speaking of Paul's vision, he said:

"I do not propose to discuss to-night the phenomena that attended St. Paul's conversion. Similar phenomena have been recorded from time to time by men in whom sudden changes have been wrought. Constantine thought he saw a cross in the sky. Loyola thought he saw the hosts of good and evil in battle array against each other. Luther thought he saw the devil in person, and threw an inkstand at him. Are these real visions? I know no reason why we should think they are not. I know no reason why we should not think that the celestial sphere is about us, and that sometimes one sees what another cannot. But it is of little consequence. Whether it was produced by phenomena in the heavens or by phenomena in the brain is of little consequence."

Education and Conversion of Paul.

Dr. Abbott's sermon was on the education and conversion of Paul. After describing Paul as a man learned in the law, he said of the period prior to Paul's conversion:

"Along with this learning of the law was also the learning of Israel's hope. The Old Ttestament abounds with prophecies of the Messiah. He believed the Messiah would suddenly appear in power and great glory; that He would put Himself at the head of Israel and would either destroy Israel's enemies or subjugate them. Then Jerusalem would be renovated and become the imperial city of the world. War would cease, famine would cease, and the reign of peace and the glory of the kingdom of God would come to the earth under the crowned monarchy of Israel.

"It would be easy, were there time, to quote chapter and verse from the Old Testament to give warrant for all these expectations. If you take the Bible literally, if you forget that its poetry is poetry, if you regard it as a book of mathematics and not a book of literature, then it is easy to find chapter and verse to warrant this expectation. And the evidence is that there are today sects in Christendom who still believe substantially that this result is yet to be brought about, and who have been compelled, from time to time, to postpone the anticipated event.

"To Paul, believing this, there come rumors of a strange sect that has arisen. He learns about this new sect from its enemies. What he hears is something like this: A child born out of wedlock and with the stamp of the bastard on him has appeared in Palestine. He has claimed to be the crowned and glorious Messiah. He has gathered about Him a ragged regiment of unkempt and ignorant and vicious publicans, harlots, drunkards. No man of influence will do Him reverence. He has claimed to heal men's diseases; He has appealed to their prejudices and passions. So He has increased the hordes that follow Him.

"He has had no words of condemnation for open vice, but he has leveled his invective and his satire against the Church, the men high in station. He has told them they cannot escape the damnation of hell. He has not only denounced the lawmaker, He has broken the law again and again. He has set the Sabbath aside; he has declared that all this expectation of the Messiah that will make Jerusalem the queen city, is a lie. He has declared that Jerusalem will be torn down. The nation has condemned him, and he has suffered the most galling and the most ignominious defeat. The Sanhedrim has condemned him for blasphemy.

Christ Called a Socialist.

"The Roman Government has condemned him for treason, for he was a Socialist as well as a religious radical, denounced the rich and tickled the palates and fancies of the poor. His followers have now started the story that he has risen from the dead, and, worse still, men are believing it."

Dr. Abbott showed how with these prejudices Paul persecuted the Christians, but how his sympathies were naturally with the despised sect. Then came the revelation on the journey to Damascus.

"It was not the voice from heaven," said Dr. Abbott; "it was the revelation of the controversy in his own soul which no one had suspected that vanquished him. It was the words, 'It is hard for thee to kick against the pricks.'"

A question meeting followed the sermon. Next Sunday Dr. Abbott will speak of Paul's missionary work.

DANGERS FROM IMMIGRATION.

The Rev. Dr. Peters Says Our Institutions Are Threatened by the Influx of Foreign Criminals.

The Rev. Dr. Madison C. Peters, at the Bloomingdale Reformed Church, Sixty-eighth Street and the Boulevard, preached last night the first of a series of sermons on dangers threatening the Republic. His immediate topic was "European Responsibility for American Crime."

Among other things Dr. Peters said: "Any one familiar with Congressional legislation, Consular reports, and diplomatic correspondence, knows of the repeated remonstrances on the part of our Government against converting our country into a sort of a penal colony by the shipments of criminals here from abroad. The report for 1889 on the importation of contract labor disclosed the fact that Great Britain, Ireland, and Germany offered inducements to their worthless and criminals classes to emigrate to the United States.

"Italy has rooted out the Mafia and the Sicilian bandits, but America has become the land of their exile. Our criminal records show that while with us the number of prisoners increases, it is decreasing in Europe. The foreign born and those of foreign parentage constitute 54 per cent. of the total white prison population, and though the foreign-born population is only 17 per cent. of the total population, it furnishes one-third of all our insane and 58 per cent. of our white paupers.

"Ninety-five per cent. of the slum population of New York is of foreign birth or extraction. In New York only about 9 per cent. of the total population comes from Austria, Hungary, Italy, Poland, and Russia, yet this group of countries furnishes 51 per cent. of the slum population. The slums of this and other great cities which threaten our social fabric are filled by immigration. For the victims of religious intolerance and political proscription America should always be a refuge, but we are now an asylum for the insane and criminals and the paupers of Europe. The institutions of our land are threatened by these mischief-breeding elements from abroad.

"With six million of illiterates in our own land, we have enough work of education to do. If we persevere in the fatal delusion that we are a refuge for all the oppressed of the earth, we shall soon have no refuge to offer, and shall ourselves be obliged to seek a refuge, when the outcasts of all the world shall have made it too uncomfortable for us at home."

Wilbur's Breakfast Cocoa
• Finest Flavor • Fairest Price

KNOX MEMORIAL CHAPEL.

Cornerstone Laid in the Presence of a Great Throng.

The cornerstone of the Knox Memorial Chapel, Forty-first and Ninth Avenue, was laid yesterday in the presence of a great throng. The ceremonies, which began at 3:30 P. M., were elaborate, and were participated in by the Rev. Drs. David J. Burrell, Edward B. Coe, and Ferdinand S. Schenck, and the Rev. Messrs. Evertson Cobb, John Gerardus Fagg, R. F. Junor, and William Vaughn. The Rev. Dr. Coe presided, and the Rev. Dr. Burrell and the Rev. Dr. Vaughn delivered addresses.

Among the articles laid away in the cornerstone box were the Bible, Synod minutes, copy of the "History of the Reformed Church in America," by D. D. Demarest; history of the Synod of Dort, the Confession of Faith, the Heidelberg Catechism, manuscript sermons delivered by the Rev. Dr. John Knox in 1835 and 1843, 1897 catalogue of Columbia University, map of Greater New York, charter of Greater New York, copies of religious and daily papers, American silver, nickel and copper coins, and coins of England.

MAY SUCCEED DR. McVICKAR.

The Rev. Dr. John Brooks Preaches at Holy Trinity, Philadelphia.

PHILADELPHIA, Nov. 28.—The Rev. Dr. John Brooks of Massachusetts, a brother of the late Bishop Phillips Brooks, preached at Holy Trinity Episcopal Church to-day.

This is looked upon as significant in view of the approaching departure of the Rev. Dr. McVickar, present rector of Holy Trinity, for Rhode Island, where he is to serve as coadjutor to the Bishop of the Rhode Island Diocese.

There has been no decided preference shown by the congregation of Holy Trinity for any clergyman as yet, but the desire expressed by Dr. McVickar that he may leave the work of the parish in charge of his successor when he goes to his new charge attaches more than usual importance to Dr. Brooks's appearance in the pulpit to-day.

BURGLAR CAUGHT RED-HANDED.

Madden Was Looting a Tenth Avenue Hotel When Seen by a Policeman.

Policeman Charles E. Sherwood of the West Twentieth Street Station looked through the windows of the Emerald Hotel, at 258 Tenth Avenue, early yesterday morning and saw a man behind the bar ransacking the drawers. The policeman hurried to the rear of the hotel, and, finding the door open, entered the barroom, where he caught the man crouching in one corner. A quantity of liquors and cigars was beside him, tied up and ready to be carried off.

The policeman aroused the proprietor, J. E. Jordan, and together they marched the prisoner to the station house, where he described himself as Thomas Madden, thirty years of age, and refused to give his address. When searched a knife with a blade five inches long was found in his hip pocket. The police say that he answers the description of a man wanted for a burglary committed a week ago. In Jefferson Market Police Court yesterday Madden was held for trial.

ITALIAN'S NARROW ESCAPE.

Three Bullets from an Assailant's Pistol Graze His Body.

Antonio Orapello, twenty-three years old, of 611 Amsterdam Avenue, and Joseph Vacorelle, twenty-six years old, of One Hundred and Fifteenth Street and First Avenue, fought last evening in front of 307 East One Hundred and Fourth Street after they had had a misunderstanding concerning a young woman.

Orapello was beating Vacorelle badly when the latter drew a revolver and fired three shots before he turned and rushed down the street. A crowd collected, but Orapello said he had not been struck. However, a few minutes later, feeling a pain in his side, he went to the office of Dr. Bailey at 206 East One Hundred and Fifth Street.

There an examination showed that each bullet had reached the Italian's body. One had grazed his back, another his left side, and the last had left arm. The wounds were scarcely more than skin deep, and after he had been treated Orapello went home. An hour later he appeared at the East One Hundred and Fourth Street Police Station and told about the shooting. Detectives were sent out to look for Vacorelle.

FOR PASSING COUNTERFEIT COIN

The Police Think They Have Caught a Member of a Jersey Gang.

Patrick Hallick, twenty-five years old, of 503 West Forty-seventh Street, was arrested Saturday night at his home by Detectives Chandler and Sweet, of the West Forty-seventh Street station, on the charge of passing counterfeit money on shopkeepers of the West Side, who have made many complaints to the police during the last month of receiving counterfeit money from a man answering Hallick's description.

When Hallick was searched at the station a number of counterfeit dimes, quarters, and half dollars were found in his pockets, although nothing to indicate the existence of a counterfeiting outfit was found in his rooms in Forty-seventh Street, which is only one of his places of abode. He was identified at the station by two women who keep stores at which Hallick offered bogus money. He was arraigned before Magistrate Kudlich in the West Side Police Court yesterday morning, and remanded without bail for examination to-day.

The police believe that Hallick is one of a gang of counterfeiters who have headquarters in New Jersey.

Murder at Carey's Corners, N. J.

TRENTON, Nov. 28.—The police are searching the city to-night for Lawrence Doyle, who is alleged to have killed Amos Hamblin on the Spencer farm, near Carey's Corners, five miles north of this city, this afternoon. It is said the men, both of whom were employed on the farm, drank hard cider all day, and toward evening became quarrelsome, and that in a dispute over a girl Doyle struck Hamblin on the head with an axe, killing him instantly.

New York Fugitive Caught in Newark

NEWARK, N. J., Nov. 28.—Otto Theisanger, alias Frank Rupp, was committed to jail to-day by Judge Lambert in the First Criminal Court as a fugitive from justice. Theisanger is wanted in New York on a charge of grand larceny. It is alleged that he stole three gold watches, one gold bracelet, four gold rings, one pair of earrings, and $30 in cash from Andrew Rose of 180 Third Avenue, New York, in whose hotel he was employed.

Accidentally Shot by His Friend.

KENSICO, N. Y., Nov. 28.—Durrell Lord of White Plains was severely injured today while hunting in the woods near the Kensico Cemetery. He was with a companion, and while going through the woods his companion's gun went off and the charge entered his hip, causing a severe, but not dangerous wound. He was taken to his home.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

1 A. M.—202 East Seventy-fourth Street; August Johnson; damage, $5.

10:30 A. M.—9 James Street; Rubin Brothers; damage, $5.

2:50 P. M.—Park Avenue and Fifty-ninth Street; J. D. Crimmins; damage, $10.

3:40 P. M.—237 Ninth Avenue; S. Mitzzes; damage, $5.

3:45 P. M.—254 East Houston Street; Joseph Trost; damage, $10.

5:15 P. M.—332 First Avenue; Adolph Getz; damage, $300.

6:30 P. M.—456 Columbus Avenue; Duff & Reesher; damage, $10.

LOSSES BY FIRE.

PHILADELPHIA, Nov. 28.—Fire to-day in the millinery and furnishing store of Apt Brothers, 39 and 41 North Eighth Street, caused a loss of about $85,000, of which $10,000 was on the building, the property of the George S. Lang estate.

HARVARD'S RELIGIOUS LIFE

Rev. Dr. Faunce Says the University Has the Highest Conception of Christian Teaching.

SIMPLICITY OF STUDENT LIFE

Majority of Students, Says the Preacher, Are Liberal Thinkers, and Are Unselfish in Christian Endeavor—Contrasts It with the Chicago University.

The Rev. Dr. W. H. P. Faunce, one of the Board of Ministers who preach to the students of Harvard University, and who returned last week after his Fall term of ministry at the institution, preached yesterday on the subject of "Religious Life at Harvard University," at the Fifth Avenue Baptist Church, in West Forty-sixth Street, of which he is the pastor. He said in part:

"Since I have been absent from this church recently as your messenger and ambassador it seems fitting that I should present some report this morning, and should give not only a report, but some estimate of the religious attitude of the oldest institution of learning, the oldest corporation on the American continent. It is difficult to realize that since the Rev. John Harvard in 1638 bequeathed to the new college one-half his estate and all his little library of 260 volumes, not only has the entire fabric of American civilization been created, but the entire English colonial system has come to be changing the face of the world, and the entire body of modern philosophy has been produced, giving us a new way of viewing the world.

"Many a thoughtful hour have I had in the last two weeks comparing and contrasting the oldest school in the Western Hemisphere with the youngest of our great universities in Chicago. They stand at opposite poles in the educational world. At Chicago all is brand new, sometimes appallingly new. Traditions and traditions are not yet; anything can be done—done in five minutes by majority vote. But at Harvard two and one-half centuries must be considered ere any action can be taken.

Harvard's Religious Attitude.

"Now, it cannot be a matter of indifference to any of us what attitude such a college takes toward righteousness and faith. The supreme question concerning any college is not its attitude toward colnage or social organization, but its standing as regards faith in the Eternal and obedience to His command.

"The first thing that impressed me at Harvard was the spirit, the simplicity, and economy in the mode of living. Of course many sons of wealthy men are there who live in the same style as at home. There is a fast set at Harvard, as at all great universities, whom it seems impossible to influence. Among 3,700 students there must be, as in the world outside, every phase of character and conduct. Yet the whole atmosphere is one of plain living and high thinking.

"We have all heard many times that Harvard was a thoroughly irreligious institution; that its attitude was at best but negative, and its atmosphere chilling to the spiritual life. But there are many types in religious life, and our type may not be the only one. Certainly we will not call down fire upon those who follow not with us. I have found at Harvard, though using stiff phrases and formulas, as genuine faith in the Unseen, as real a devotion to the following of Christianity, as in any college I ever saw. We may frankly say that the powers that be in Harvard do not sympathize with those emotional types in Christianity. Harvard students fear above all things sham and cant and a pious tone. They want a religion which shall be more than psalm singing and Bible memorizing, and shall enable them to do some good now and then.

Provision for Religious Needs.

"But no other college in America makes so large a provision for the religious wants of its students. Five preachers are appointed annually to look after the spiritual life of the students, and there are many religious meetings held by the students themselves during the college year. One of the first expressions which I heard in one of the religious meetings is worth repeating. It was: 'Believe something and believe it hard enough to be regarded as a fanatic by your fellows.'

"In talking with students who had fallen into evil ways, I found the one sin above all others which caused remorse was falsehood or the breaking of a promise. The division of life is not so much into right and wrong as into honorable and dishonorable.

"If the cry 'Come to Jesus' does not mean at Harvard it means to me, and the cry 'Come with Jesus' in a life of unselfish endeavor to bless one's fellow-men is every year sounding more and more clearly in the atmosphere of the ancient university."

Anniversary of a Mission.

The Madison Square Church House, at 384 Third Avenue, celebrated its eleventh anniversary yesterday. Services were held in the afternoon and evening. At the afternoon service the Rev. Dr. Charles H. Parkhurst delivered a short address and introduced the speakers. Among those who spoke were the Rev. Dr. Anthony H. Evans, the Rev. Jesse F. Forbes, William E. Dodge, Henry W. Jessup, Mrs. Lucy Bainbridge, and Col. Hadley of the Jerry McAuley Water Street Mission. Several in the audience who had been converted in this and other missions told their experiences.

MUSIC FOR CHARITY.

Concert in Carnegie Hall in Aid of the German Hospital and Dispensary.

A charity concert for the benefit of the German Hospital and Dispensary, Seventy-seventh Street and Park Avenue, was given last evening at Carnegie Hall. The Arion Maennerchor, of over 100 voices, under the direction of Julius Lorenz, and the Deutscher Liederkranz, of the same numerical strength, under the direction of Heinrich Zoellner, assisted by the Arion string orchestra of thirty pieces, rendered a programme of unusual excellence. The soloists were Mme. Dyna Beumer, soprano, who sang in place of Frau Johanna Gadski, who was indisposed; Miss Josephine S. Jacoby, alto, and Miss Olive Mead, violin.

Carnegie Hall was well filled with an enthusiastic audience, which was particularly pleased with the violin playing of Miss Mead, who rendered a portion of C. Saint-Saëns's third violin concerto. Of the other selections Charles Gounod's "O, Harp Immortal" was sung by Miss Jacoby, and Miss Beaumn rendered "Sudden Light," by W. Damrosch, and Wagner's "Engel," Orlando di Lasso's "Vielanella," or "Echo Lied," sung by the Deutscher Liederkranz, was an effective piece, part of the chorus being stationed in an ante-room and producing an echo effect. The rendering of a symphony by P. Tschaikowski (without bows) by the orchestra was well received.

Woman Charged with Assault.

Ever since Mrs. Mary McCabe, fifty-five years old, was taken to the New York Hospital with a fractured skull a week ago, the police of the West Thirtieth Street Station have been working on the case. The woman keeps a lodging house at 142 West Twenty-eighth Street, and, according to the police, she received her injuries during a "mixed-ale" party. Last night, Mrs. Kate Snell, fifty-nine years old, who says she is homeless, was arrested on Seventh Avenue on suspicion of having been the cause of Mrs. McCabe's injury. She was locked up in the station house

Burglars Loot a Summer Home.

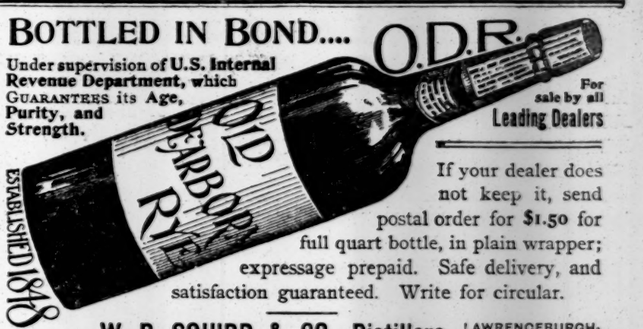
GREAT NECK, L. I., Nov. 28.—The Summer residence of Maurice La Montague, a New York wine merchant, at this place was entered by burglars one day this week. The burglars evidently came from the Sound and made a landing at Manhansett Bay and then went to the house. About $500 worth of stuff was taken. The robbery was not discovered until to-day, although it may have occurred as long ago as last Wednesday.

A Big Regular Army.

The mightiest host of this sort is the army of invalids whose bowels, livers, and stomachs have been regulated by Hostetter's Stomach Bitters. A regular habit of body is brought about through using the Bitters, not by violently agitating and griping the intestines, but by reinforcing their energy and causing a flow of the bile into its proper channel. Malaria, la grippe, dyspepsia, and a tendency to inactivity of the kidneys are conquered by the Bitters.

BOTTLED IN BOND.... O.D.R.

Under supervision of U.S. Internal Revenue Department, which GUARANTEES its Age, Purity, and Strength.



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If your dealer does not keep it, send postal order for $1.50 for full quart bottle, in plain wrapper; expressage prepaid. Safe delivery, and satisfaction guaranteed. Write for circular.

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J. H. MULLER, Grocer, Nostrand, cor. Bergen. C. A. METTLER'S SONS, Grocers, 88 & 90 Henry St.

SUPPOSED BOMB DISCOVERED.

Janitor of Harlem Republican Club Finds a Metallic Tube Under the Clubhouse Stoop.

Charles F. Weineble, janitor of the Harlem Republican Club at 139 West One Hundred and Twenty-fifth Street, found a metallic tube, three and a half or four inches long, on the sidewalk grating under the clubhouse stoop, about 1 o'clock on Saturday afternoon, and on examination it was found to resemble a dynamite bomb. It appeared to be a segment of galvanized iron pipe, about an inch in diameter, and was stuffed with a black substance resembling gunpowder and what looked like antiseptic cotton. Inside the cotton was a tube, containing some wire, four inches of which protruded through one end of the supposed bomb.

The janitor was not a little startled at his unusual "find," and handled it so gingerly as to show that he had a wholesome respect for all objects of its kind. The discovery of the pipe aroused some excitement among the club attendants who heard of it, and the natural speculation as to who might be preparing to blow up the house, but it did not lead to anything like a panic, and some were inclined to consider it a practical joke. The janitor turned over his acquisition to Patrolman Hodge of the West One Hundred and Twenty-fifth Street Station. It was transferred yesterday to Henry Houck of the Fire Marshal's office. A thorough examination will be made of it.

The members of the club made their customary Sunday visits yesterday in blissful ignorance of the possible danger they may have run the day before. It was said there yesterday that none of them except the Chairman of the House Committee knew anything about it. There is no apparent reason to believe that any one had a real or fancied grudge against the club which would lead him to try to blow up any of its members.

NEW USE FOR ROENTGEN RAYS.

Employed to Show the Success of a Delicate Surgical Operation.

The success of one of the most interesting and delicate surgical operations that has been performed in Bellevue Hospital was demonstrated yesterday by means of the Roentgen or "X" rays. On June 19 John Gordon, thirty-nine years old, of 12 West Twentieth Street, was taken to the hospital by his sister Catherine, having a compound fracture of the femur, the principal bone in the leg, and the longest bone in the human body. Gordon had fallen and broken this bone, and it was thought that amputation might be necessary. Gordon begged that every measure, however heroic, be tried before amputation was resorted to.

He was assigned to Ward 13 as a private patient and was under the charge of Dr. Reginald Sayre. On June 22, with the assistance of Dr. A. W. Williams, who has charge of the Third Surgical Section of Bellevue, Dr. Sayre performed an operation. The fractured bone was united and fastened with silver films. It was a delicate operation, requiring the utmost care lest blood poisoning should set in. After the operation the patient was placed in a separate apartment and everything was done to secure a successful convalescence.

Gordon improved daily, and for the last month has been able to walk about with the assistance of a cane. It was decided by Drs. Sayre and Williams to determine the success of their operation by means of the Roentgen rays. Yesterday Gordon was taken in an ambulance to the office of Prof. Martin, at 110 East Twenty-sixth Street. There the limb operated on was exposed to the "X" rays, and it was seen that the fractured bones had knitted and was fast healing. The silver strands or films were still in place, and will probably remain in Gordon's body until he dies and dissolution sets in. A large number of surgeons were present at the experiment yesterday, and they were surprised and pleased at the results obtained.

GERNAND-CORBETT REUNION.

Curious Sequel to a Breach of Promise Suit in Illinois.

DANVILLE, Ill., Nov. 28.—The principals in the $54,000 breach-of-promise case, Mrs. Carrie Corbett and John Gernand, have made up their differences and Mrs. Corbett has dismissed her lawyers. She obtained a judgment against Gernand last week for $54,000, and the town was astonished last night to see her riding with Gernand in a buggy. Later Mrs. Corbett called on her attorneys and upbraided them for keeping her and Gernand apart. It is thought Gernand has paid nearly $10,000 lawyers' fees. It is probable he will marry Mrs. Corbett.

Missouri Murderer Attempts Suicide.

LIBERTY, Mo., Nov. 28.—In his cell in the County Jail this afternoon William Carr, under sentence to be hanged next month for drowning his three-year-old child in the Missouri River, tried to commit suicide by swallowing a quantity of pounded glass. The County Physician thinks he will recover because of his giant strength. When Deputy Sheriff Cave and Dr. Seyler tried to administer an emetic, Carr fought like a fiend, and was only con

The Wanamaker Store

A Unique Handkerchief Store

IT was said of a great physician by one of his patients, "He always attends to my case as if he had only that one case to think of."

We aim to sell handkerchiefs as if we sold nothing else; and we don't know of another handkerchief store in America like this one.

First, no handkerchief with cotton in it gets in here at all. We make that rule because any mixture of cotton spoils a handkerchief. If you realized what it would be like after washing you wouldn't buy it.

There are more than 2,300 different styles now here. Many of these styles are exclusive, because made to our order. Wherever in the world handkerchiefs are made best, they come from that place direct to this store. This gives us such advantages in cost that it is not uncommon to find handkerchiefs selling in other stores at double our prices.

In holiday time, handkerchiefs pervade the whole store. Special styles are provided, with special places for selling. Handkerchiefs bought for gifts are neatly boxed without charge.

One of the new things this season is a handkerchief with real Point de Venise lace all around, and finish of fine embroidery inside. $1 to $4.25.

Duchesse lace handkerchiefs, also Duchesse and real Point, are here at 65c. and up. A special counter for lace handkerchiefs will be ready soon.

Fine French hand-embroidered handkerchiefs are here in great variety; $1.50 to $25.

Men's plain hemstitched and initial handkerchiefs, in fancy boxes of half a dozen, $1.25 to $3 a box. Silk initial handkerchiefs, 25c. to $1. Japanese silk and brocaded and fancy mufflers, 50c. to $4.

Main, second, and fifth floors.

Dress Goods. IT isn't good to be late—George Washington was quite right. Still, if you couldn't *help* being behind time in getting your new dress, you might as well accept gracefully now the dollars your lateness saves you.

For here are more fine dress stuffs marked down in price:

French Beaded Velours, now $2.50. Were $3.50 a yard; brown, gray, heliotrope, green, navy, and garnet.

French Novelty Lattice, now $3. Was $4.50 a yard; black mohair, with bright colors showing through.

Silk-and-wool Natte, now $2.50. Was $3.50 a yard; combinations of black with green, cadet, or heliotrope; French goods.

Matelasse Velour, now $2.50. Was $3.50 a yard; silk-and-wool, black, with colored threads of silk showing through.

Mohair Soutache Novelty, now $2. Was $2.75 a yard; black mohair in braid effects, over grounds of green, garnet, blue, prune, and brown.

Matelasse Satin Cloth, now $2.75. Was $3.50 a yard; the effect is black lace applique on gray, green or brown cloth.

Silk-and-wool Matelasse, now $1.25. Was $1.50 a yard; black ground with silk figures in emerald, cerise, magenta, cardinal, light brown or azure.

Matelasse Epingline, now $1.25. Was $1.50 a yard; beautiful three-color weaves, in green, brown or blue colorings.

Mohair Matelasse Granite, now $1. Was $1.25 a yard; attractive designs in black on grounds of navy, green, brown, garnet or dahlia.

Rotunda.

Down Quilts. YOU don't know what absolute perfection in bedcovering is, unless you have slept under a quilt of pure eiderdown. So light that you can't feel its weight—yet you feel the cold no more than a beaver does.

Pure eiderdown, covered with pure silk, costs here $25—the usual price is $35.

Siberian goose-down, in silk or sateen covers, $3.50 to $20.

Our $3.50 quilt is a marvel, covered with handsome sateen, corded edge, and filled with excellent down, guaranteed odorless, size 6x6.

Third floor.

New Tapestry Panels. STAND twenty feet away from one of these beautiful panels, and you might think you were looking at a painting; move up a little, and possibly you would say, Tapestry; go closer yet, and find it neither.

There's a secret about them; but this much we know—they are photographic reproductions of popular paintings, printed on canvas in all the true colors of the originals—repainted, as it were, by a secret mechanical process, recently discovered, which wonderfully lessens their cost without detracting from their beauty.

These reproductions will be seen in thousands of homes, used as wall decorations—framed and hung, framed on the wall with a moulding, or hung with drapery surrounding them. They may also be used in screen frames, and for various other decorative purposes.

There will be ten subjects in all, this season. Eight of them are now ready for delivery. The titles are as follows:—

Roman Girl	At the Brook
Sunshine	Preparing for Business
Homeless	Eastern Maiden
Flirtation	Jolly Friars.

PRICE, $3 EACH.

Third floor.

Men's Fine Overcoats. THE highest point of luxury in winter overcoatings is perhaps reached in the famous Sedan Montagnacs. Their silky softness is the perfection of the weaver's art.

We have these splendid overcoats, made as a high-class custom tailor would make them, piped with silk velvet, lined with heavy silk merveilleux, and interlined, at about half the price the custom tailor would charge.

Our Price, $50.

There is simply no finer overcoat made.

Second floor.

Men's Suits to Order. IN going over our cloth stock, we find a number of single suit patterns, in fancy cheviots and worsteds, goods that were $40 a suit. To make a quick clearing out we mark them

$30 a Suit.

Made and trimmed in the best manner.

Second floor, Fourth avenue.

Toilet Tables. BIRD'S-EYE maple and rosewood, piano polish and beveled glass, carving and inlaying,—all that art and taste can add to natural beauty is shown in the fashioning of a lady's toilet table.

An especially fine collection is here for holiday gifts,—seventy-five kinds, in oak, curly birch, bird's-eye maple, mahogany, rosewood, and walnut, with some in white enamel. Prices from $10.50 to $72.

Half a dozen specimens:—

$10.50—Oak, with fancy shaped top 29x16 in., swell front, French legs, one large drawer with cast brass handles, fancy French bevel plate mirror, top 16x19 in., highly polished.

$14—Curly birch, fancy shaped top 37x18 in., French legs, fancy French bevel plate mirror, top 17x24 in., highly polished.

$17.50—Bird's-eye maple, fancy shaped top 35x18 in., one large drawer, French legs, oval French bevel plate mirror, top 20x26 in., highly polished.

$19—French Walnut, fancy shaped top 37x18 in., two drawers, French legs, carved front, oval French bevel plate mirror, top 22x28 in., highly polished.

$22—Solid mahogany, fancy shaped top 33x17 in., two small drawers, French legs, fancy French bevel plate mirror, top 20x24 in., highly polished.

$30—Rosewood, fancy shaped top 38x18 in., one large and four small drawers, French legs, fancy shaped French bevel plate mirror, top 22x26 in., highly polished.

Fourth floor.

Wanamaker History Club. WHICH of the fifteen chief cities of this country lies nearest its geographical centre from east to west?

Looks simple—doesn't it? Chances are you'll say "St. Louis"—but it's not—

IT'S SAN FRANCISCO!

You forget that Alaska and its islands extend westward beyond California to a distance equal to that between it and Cape Cod. There are many other interesting facts about this northern possession of ours—dry reading in most reference books—but as absorbing as a romance in RIDPATH'S HISTORY OF THE WORLD.

The eight massive volumes, with their nearly 6,500 pages and 4,000 pictures, are a mine of literary wealth—valuable to the young who are but fairly entered into the portal of letters; and to us all, who have a thirst for knowledge and a desire to keep abreast of the times.

We know the work is all that is claimed for it. We've had scholars examine it critically. We go farther than simply to guarantee it—for

Any club member may resign within ten days, and we'll take back the books and refund even the

Club Fee of One Dollar

The whole set is delivered as soon as a member is enrolled—and has paid the $1—agreeing to make fifteen monthly payments, as follows—

For the work in clotn binding, $1.50 a month; in half-Russia binding, which we especially recommend for its beauty and durability, $2 a month; in sumptuous full morocco, $2.50 a month.

Examine the work freely at the store, if you can come. Or, we will cheerfully mail specimen pages, with illustrations and colored plate, and full information. A postal card request will start the batch to you in a jiffy.

The Book Store, Ninth st.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th av., 9th and 10th sts.

Charged with Robbing Employer.

Solon J. Reiser, an agent, residing at 57 East One Hundred and Tenth Street, was in the Essex Market Court yesterday as complainant against his employé, Aaron Schick, of 128 Broome Street, whom he charged with stealing $35. Magistrate Hedges held Schick in $1,000 bail for trial. Mr. Reiser said that on Saturday he sent Schick to cash a check for the amount mentioned. The man did not return. Therefore when at midnight he met him at Pitt and Broome Streets he had him arrested.

Shoemaker Commits Suicide.

Because he had no work, and was therefore despondent, Henry Guintur, a shoemaker sixty-nine years old, killed himself yesterday at his home, 201 East One Hundred and Twentieth Street, by opening a vein in his left arm. His wife went out during the day, and when she returned at 8 o'clock found his body on the kitchen floor. He had been dead for several hours. Mrs. Guintur said he had complained a great deal of late, but she had no idea he contemplated suicide.

LABOR AT THE COAL MINES

A Government Investigator Finds a Pitiable Condition, with Little Hope of Amelioration.

CAUSES OF EXISTING MISERY

Restriction of Production That Does Not Restrict, Exorbitant Freight Rates, Irregularity of Production, Lack of Organization Among Miners, and the Character of Employes Lead to Troubles.

Apropos of the recent discussions of the condition of the miners in the Pennsylvania coal districts which has followed on the sad tragedies at Lattimer comes a special report from the United States Department of Labor. It is contained in the Bulletin for November, deals particularly and exclusively with workers in anthracite mines, and is prepared by G. O. Virtue, Ph. D., who, as a special agent of the department, has been for some time investigating the condition of the miners and trying to find some plan for its amelioration.

While the prime purpose of the investigation seems to have escaped Mr. Virtue, as it has all other social economic writers and investigators on this topic, what he has ascertained may help lead to a conclusion. To the subject he has manifestly given most careful study, tracing from the beginning all the circumstances that have cumulatively led to the present pitiful condition of this class of labor. His principal conclusion is that, while wages are abnormally low, it is not the low rate that entails the confessed hardships so much as it is the irregularity of employment. "There are," he says, "too many workmen in the anthracite region trying to make a living by mining coal, and too much capital seeking to earn profits. One may assert this with assurance without being able to tell where either men or capital may be better employed."

A Low Grade of Laborers.

At the present time the workers in the Pennsylvania anthracite mines consist mainly of Poles and Hungarians, with a few Italians—all these of the lowest type of our recently immigrated labor. Content with little, satisfied to exist rather than live, these men have struggled away earning variously from $3 to $10 a week—the latter even an excessive wage—in the too infrequent intervals when they can have work, until desperation and starvation have faced them. Mr. Virtue finds that on an average they are employed less than 200 days a year, and at a scale of wages that has constantly been lowering since the days of the late sixties and early seventies, when speculative operators controlled the field, and in the race for business so overloaded the market that there was neither profit for themselves nor living wages for the miners. Even at the low rate at which these men are willing to work, and are working, Mr. Virtue finds that they would be satisfied in a degree if there were any regularity to their employment. But the territory is overcrowded, and there are constantly more than enough laborers in the region to man the collieries to their full capacity. Over production, which mine owners and operators have not yet been able to control, is the bane of the miners' existence, and the principal problem affecting their condition lies in the successful control of coal production so as to secure a reasonable restriction of the output. This latter is a problem that the operators have long wrestled with unsuccessfully. It is one that enters into the successful management of coal properties fully as much as into the solution of the labor problem.

Attempts to Restrict Production.

So far back as the Summer of 1869 the necessity for restriction of production as a means of maintaining living rates of wages was recognized by the Workingmen's Benevolent Association and the Miners and Laborers' Association, the two strongest and most active labor organizations that have ever existed in the coal fields. Miners at that time were English, Scotch, Welsh, and Irish, a far better class of laborers than has been in the fields since the extinction of the labor organizations in 1887 and 1888, when the final strike of this class of miners was made under the direction of the then powerful Knights of Labor. In the twenty years intervening constant efforts were made both by miners and operators to establish a sliding scale of wages based on the value of coal at tidewater which would be fair to both. Most unsatisfactory these efforts were, because of overproduction on the one hand made necessary by the fact that rival operators had to keep on a war footing, so to say, and so be ready for any turn in the market, and because of the excess of workmen, ready in spite of a most complete organization to work in the mines at even a shade below the scale when labor troubles were rife. The "company store" and "order system," by which miners were forced to pay for living necessities sums which netted the companies something like 20 per cent. of profit, and a willingness by members of rival labor organizations to take advantage of any existing disaffection were causes for constant unrest among the laborers. Finally, in 1872, as result of agitation by the miners, a combination of operators was effected to restrict production and maintain prices, and in spite of the panic of that year and the depression which followed prices and wages were well sustained until 1875, without the intervention of a general strike. Then followed three years of constant warfare, during which time the notorious and murderous Molly Maguires were exposed and their organization completely broken up. To the history of the strikes from the organization of "Bates's Union," in 1849, down to the failure of the Knights of Labor strike in 1888, Mr. Virtue devotes a considerable portion of his report, showing in detail how the rate of wages decreased until the better class of miners were entirely driven from the field.

Combination of Operators.

One result, and perhaps the principal one of the agitation of the miners for the restriction of production through combination by operators, was the absorption of the coal field by the carrying companies, who had up to this time, been content to be carriers. The Reading and Lehigh Roads came in, purchased coal lands, drove out small operators, and tried to settle the vexed question of both wages and production. In this, they have succeeded little better than did the labor organization which tackled it bravely but without success. Of their attempts to restrict production, and at the same time earn profits on the investment made, Mr. Virtue finds it to be "wasteful in the extreme" because each company was still compelled to keep itself on a war footing and even aggravated the difficulties by increasing its capacity each year beyond the growth of the market. His suggestion in the premises is as follows: "A restriction which would bring about the closing of the poorest mines and keep only the best running at their full capacity would have the advantage of a lower cost of production and would also correct, though not remove, the evil of the irregularity of employment. Owing to the periodicity of demand for coal it will always be present in some degree. This mode of restriction would mean, undoubtedly, the departure of many who are now held at the mines by the vain hope of 'more work next month.' But such a mode of restriction cannot be expected so long as the ownership of the mines remains, as now, divided among the eleven carrying companies which serve the field, each vitally interested in the question as to whose collieries shall be closed."

Ameliorative Legislation a Failure.

As to this centralization of power which makes restriction of production possible, Mr. Virtue finds, that while it has helped to maintain prices, and perhaps wages, it has solved no real problem for either producers or workmen, and certainly none for consumers. Irregularity of periods of work has constantly increased, while the physical and moral quality of the miners has decreased, and his grievances have failed to find remedies. Laborers are kept idle half the time. The "company stores" and the "order system," compulsory residence in company houses, negligence in the control of mining operations and the miners to guard against accidents, and the various other evils complained of by laborers have continued in spite of stringent legislation, and there seems no way in which these abuses can be met and corrected by Government intervention.

Mr. Virtue frankly acknowledges the failure of well-designed legislation for the betterment of the miners, nor can he see any hope of remedy so long, as he says, politics control the appointment of Mine Inspectors, and the issuance of miners' certificates. The latter, which were to have been issued to competent men, after a careful examination, have been made an article of merchandise, and are even brought to the coal regions by immigrants on their arrival from Europe. Incompetent men are everywhere in the mines, willing to work for the least possible wages, wholly outside of the control of any miners' organization, men who are accustomed to the pauper life of Europe and are willing to continue it here, with no ideas as to a betterment of their condition. The companies seem satisfied to let things drift along as they are, so long as they earn a satisfactory percentage on their capital, regardless of the condition of their workmen.

Exorbitant Freight Rates.

So long as the present exorbitant freight rates for carrying anthracite exist, to the detriment of every one save the carrying companies themselves, there will be no hope for the amelioration of the condition of the miner and mine laborer, is the conclusion that Mr. Virtue has reached. These rates have been sufficient to reduce complications to a certain extent, because the small operators have adopted a plan of selling their coal to the large railway companies at 60 per cent. of the prices received at tidewater. What the freight charge now is, therefore, is immaterial to them. So it is, too, to such coal companies as the Reading Coal and Iron Company, whose stock is owned by the railroad company, so that any losses it incurs from high rates are made good by the railroad company, which receives the benefit of these high rates. With coal at a given price at tidewater, the higher the freight charge the lower the price of coal at Port Carbon, and it is upon the price at this shipping point that miners' wages depend. In the Lehigh region, wages are based upon tidewater prices, and these are uniformly lower than prices in the interior, where two-thirds of the product is sold.

Miners' Condition Hopeless.

The character of the miners now in the coal fields, with the Poles, as Mr. Virtue finds, given to drunkenness, and the Huns and Italians with no ambition either for higher wages or a better life, has made the problem of how to better their condition a practically hopeless one. With legislation for their betterment a confessed failure, with cut-throat competition among the operators, irregular periods of employment, no definite plan as to the control of the output, and apparently no hope of an organization, among the miners themselves, save among a few Poles who have passed from the position of laborer to that of miner, there seems to be no remedy for their pitiable condition. Each works for himself, and is apparently content with what he may make, regardless of the interest of the community or any other individual in it. Intemperance, lawlessness, and crime increases, and a standard of living and thinking that is utterly un-American seems to prevail throughout the whole district. An attempt is making to organize what is known as "The United Mine Workers," to control the scale of wages, but so far it has met with but poor success, and little is expected as an outcome when compared with the greater organizations that existed throughout the sixties, when the miners, thoroughly organized, were able to dictate wages to a certain extent, to care for the sick and wounded through their benefit organizations, and generally to keep the men and their families in something approaching comfort.

DEATH OF A WEALTHY WIDOW.

Her Sisters, It Is Said, Had Begun Proceedings to Have Her Mental Condition Inquired Into.

The death of Mrs. Hattie A. T. Collins in the Hahnemann Hospital Thursday brought to an end proceedings to have her mental condition inquired into and a commission appointed to take charge of her estate, said to be worth nearly $1,000,000. Mrs. Collins was the widow of Charles Edward Collins, a manufacturer of watches, who died in 1891. She lived, until the day before her death, when she went to the hospital, at 51 East Twentieth Street. She had been suffering for some months, and it was on the advice of her doctor, Mrs. E. S. Bissell, who lived in the house with her, that she went to the hospital for an operation.

The proceedings to have her adjudged incapable of taking care of her property were, it is said, instituted by her sisters, Mrs. Hasbrouck of New Haven and Mrs. Tomlinson of Bridgeport, with whom she was for five years on unfriendly terms. Mrs. Tomlinson came to the city yesterday, and arranged to have the body of Mrs. Collins sent to Bridgeport to-morrow for burial.

Mrs. Tomlinson called on Dr. Bissell and said there had been no intention to have her sister confined as insane. It was deemed necessary to appoint a commission to look after her property, because it had been proved that she was not fit to be trusted with it. She was of a trusting disposition, and permitted herself to be robbed by any specious adventurer.

Some months ago Mrs. Collins began suit to recover from A. S. Taylor of Brooklyn certain bonds, valued at $10,000, which she said she had intrusted to him. Associated with Mr. Taylor was Frederick McH. Kitching, who on Friday pleaded guilty to grand larceny in Brooklyn and is now in Raymond Street Jail. At the first hearing of the case Kitching testified for Mrs. Collins. She became interested in him, and, it is said, started him in business as a broker in Wall Street. The venture, Dr. Bissell said yesterday, cost her more than $50,000. Kitching called on her frequently and took her driving and to dinners. When he was arrested on Mr. Taylor's complaint she bailed him out, but surrendered him again on information that he was about to leave the country.

Mrs. Collins relatives believe that there were others besides Kitching who swindled her. Kitching said Saturday that Mrs. Collins had made a will and had remembered him in it. B. F. Chadsey, who looked after her interests in the suit against Taylor, said he did not believe she had made a will. He scouted the idea of her being insane. "So far from her being incompetent," he said, "she was a remarkably bright business woman. Her only failing was that she regarded everybody she met as honest. She was very secretive as to the extent of her means, but she was interested in several different enterprises. She had extensive litigation in connection with her business transactions with men whom she had trusted and who had tried to cheat her."

Mrs. Harnett's Talks on India.

Mrs. Benjamin Harnett, who has devoted many years to the study of the people of India, their customs, their habits, and their mode of life, delivered an interesting lecture to a party of women in the parlors of the Hotel Empire on Thursday afternoon last. Among those present were Mrs. A. C. Bage, Mrs. S. E. Bigelow, Mrs. F. G. Dossert, Mrs. W. J. Hasby, Mrs. Clarence Kip, Mrs. Howard MacNutt, Mrs. McLean Parker, Mrs. M. W. Potter, Mrs. W. Johnson Quinn, Mrs. J. S. Powell, Mrs. J. B. Read, Mrs. William Seaich, Mrs. Thomas C. Oakley, Mrs. G. E. Tarbell, Mrs. F. K. Taylor, Mrs. G. Van Schaich, Mrs. G. H. Winkler, Miss Judson, and Mrs. P. Wright. Mrs. Harnett will deliver a lecture on "India and English Life There" this afternoon at 3 o'clock at the home of Mrs. Harry Wallerstein, 23 West Sixtieth Street.

Pratt Institute Library Report.

The annual report of the Pratt Institute Free Library, Brooklyn, for the year ending June 30, 1897, has just been issued by the Director, Mary W. Plummer. The growth in registration during the year in the circulating department is 5,035. The total circulation for home reading was 314,290. In the reading rooms the total number of visitors was 111,578, and the periodicals taken number 287. The total reference room attendance was 37,829 and in the art reference room, which was opened on Oct. 12, 1896, it was 10,420. Over 3,000 volumes were entered, classified, catalogued, shelf listed, labeled, and placed during the year. The total registration for the year in the children's room was 1,753.

The Funeral of Mrs. Iselin.

NEW ROCHELLE, N. Y., Nov. 28.—The body of Mrs. Adrian Iselin, who died at her New York home Saturday night, will be brought to her country residence, on Davenport's Neck, on Tuesday morning. In the afternoon it will be taken to St. Gabriel's Church, where a simple funeral service will be held, after which it will be taken to Woodlawn for burial.

BRIDGING NORTH RIVER

Suburban Traffic and Not Through Passengers Should Be Considered.

SOME REASONS WHY THIS IS SO

Difficulty of Distributing Freight, &c., from Any Possible Single Landing Place in New York.

From The Engineering News.

We reviewed last week the various projects for increasing transit facilities from Manhattan Island across the East River, and showed that in the near future several improved avenues of communication will almost certainly be opened. When we turn to schemes for crossing the North or Hudson River, however, we find no existing means of communication save by boats, and no immediate prospect, to say the least, of the construction of either bridges or tunnels.

As most of the readers of Engineering News will recall, however, there are now before the public two projects for crossing the North River by single-span bridges, and there is also at least a possibility that the old Hudson River Tunnel scheme may be revived. These bridges are being promoted by separate and rival companies, and the plan of each of these companies is to provide a thoroughfare which can, and it is anticipated will, be used with equal rights by all railway companies desiring to cross the river, and, in conjunction with these railways, to develop such approaches and connections as are necessary to make this thoroughfare accessible from both sides of the river. The prospects for construction and the future development of both plans, therefore, depend largely upon the active co-operation of the railway companies entering New York City. The significance of this dependence will become more clear as we proceed.

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Too Great Cost for Profit.

What, now, is the cause why these three enterprises, all of which have been before the public for many years, have failed to secure the necessary capital for their work? It appears to us, as the result of considerable study of all the conditions of the problem, that the cause in each case is that the enterprise as planned could not secure sufficient traffic to pay the interest on the capital it would require.

To the merely casual student of the problem this may appear a strange conclusion. Here is a city of over three millions, along whose westward border flows a broad and deep river. Nine-tenths of the trade and traffic of the city flows to and from the West, and it would seem at first sight that a bridge which would obviate the transfer by boat across the river would have an almost unlimited volume of traffic to draw upon and could not fail to be a financial success. But conclusions based on such sweeping generalities are often unsafe. Let us briefly analyze the different classes of traffic which now cross the North River and see what proportion of each a bridge might hope to command.

The Matter of Freight.

First let us consider the freight traffic between New York and the railways terminating on the New Jersey side of the North River. At present this is carried on almost entirely by "car floats." These are barges carrying a double line of railway tracks on their deck, built substantially, but of the simplest and cheapest construction. They are handled by small tugs, and a single float generally carries eight or ten cars. If the reader will examine a map of New York City he will see that each of the railways on the New Jersey side of the North River has its own extensive system of terminals and yards. Some of them are located in Hoboken and Jersey City, but many of them are further to the west, on the Hackensack meadows, where land is cheaper and the network of tracks necessary can be installed at smaller cost. In these yards is performed the work of sorting the train loads of freight brought in from the West, and arranging it according to its destination. When this sorting is done, the cars are pushed out on the docks, rolled across a transfer bridge on to the car float, and a few minutes later are hauled off the float at their destination on the other side of the river.

The point we wish to emphasize is that this process of distributing freight is vastly cheaper than the distribution that would have to be made if freight were brought across a bridge on to Manhattan Island, and were delivered at a single terminal there. Even with all that could be done in the way of sorting cars before their transit across such a bridge, it would take so vast a system of switching tracks to separate them at the New York end and direct them to their various destinations that it is doubtful whether permission of the city authorities could ever be obtained for the erection of the structures that would be necessary.

The River as a Distributor.

The fact is that instead of the North River being a barrier to traffic under present conditions, it is really a vast distributing yard with its tracks always maintained free of cost, and in which a train can move from one point to any other without obstruction or delay.

Nor is this yard limited in extent to the North River. The car float goes from the Jersey City pier to any point on the East River, the Harlem River, or the harbor, and by reason of this enormous mileage of water front the loaded freight car can be delivered at a warehouse close to its final destination at less total actual cost than the switching charges for similar transfer in any other great city of the country. Space does not permit a full presentation of this question. It can only be said that the more study one gives the more fully convinced must he be that a bridge across the North River could not hope to secure freight traffic of any amount.

Freight for New England.

It is often said that the through freight to New England from the West would seek such a bridge; but here again the expense of switching comes into play. A train starting from, let us say, the Pennsylvania yards, would have to traverse a maze of passenger tracks to reach the bridge, and when across it would have to reach through other crowded yards the Hudson River freight line of the New York Central, and then traverse some sixteen to twenty-five miles of very crowded tracks and yards before it would be on the open road of the New York, New Haven and Hartford. It seems evident that such a route cannot be a cheap one for freight transfer, even if the amount of the bridge toll be left out of consideration.

Through Passenger Traffic.

Another idea that has secured much hold on the popular imagination is that a bridge across the North River would mean the transfer of through passenger traffic to a great terminal station on Manhattan Island, and the traveler en route for Chicago would get into a Pullman car somewhere in the vicinity of Broadway and go without change to his destination. There is something to be said for this scheme; but we must seriously question whether it is likely to be realized. To accommodate the through passenger traffic of the railways terminating on the west side of the North River would require a trainshed considerably larger, probably, than the Pennsylvania's present Jersey City station, and it would cost a pretty penny to put such a building down in the centre of Manhattan Island. If all the roads used it there would be no material gain in traffic to them, and no one could afford to use it alone

Local Traffic.

The fact is, there is one class of traffic, and only one, which a bridge across the North River can secure, and for that class of traffic a bridge is urgently demanded. That traffic is the same class that crowds the Brooklyn Bridge to nearly the limit of its capacity. It is the thousands of commuters or suburban residents who every morning and night have to cross the river on their way to and from business. The volume of this traffic is enormous; it is increasing at a rapid rate, and were a bridge available for its use it would grow still more rapidly.

At present the army of commuters who daily go back and forth from New York to the suburban towns on the lines of the Erie, Lackawanna, Pennsylvania, New Jersey Central, and West Shore Railways takes a journey whose average duration may be placed at one hour, and not less than half of this elapses between the time the train stops in Jersey City station and the time the passenger reaches his place of business. In other words, the mile from the Jersey City station to a commuter's office in New York takes him as much time to cover it as the five to fifteen miles from Jersey City to his suburban home. Clearly, if any engineering work can save an hour a day to 50,000 or 100,000 business men, its financial returns should not be doubtful.

Proposed Bridges Too Far Up.

Unfortunately, as it seems to us, the promoters of both the projected North River bridges have failed to appreciate the fact that it is the suburban traffic, and practically that alone, on which their structures must depend for income. Probably four-fifths of those who daily cross the North River have their places of business below Canal Street. Yet one of these proposed bridges is situated at Twenty-third Street, two miles up the river from the destination of most suburban dwellers, and the other is near Sixtieth Street, some four miles north of where a bridge ought to be to accommodate this traffic.

But the objection will, of course, be raised that the river widens so much when we go below the site selected by the North River Bridge Company as to increase greatly the span and the cost of the structure, and to make the enterprise financially impossible. This is possibly true, if it is assumed that the bridge must of necessity be made with a single span; but we are unable to perceive that this is a necessity, even though we are aware that the maritime interests have in times past strongly opposed the proposition to place a pier in the North River, and have secured in their aid many of the principal commercial organizations of the city.

A Pier in the River.

The late George B. Roberts, President of the Pennsylvania Railroad, is reported to have once said: "When the people of New York get over their sentiment against a pier in the North River they will get a bridge across it; but they never will before." We would hardly put the case so boldly as that. This much, however, seems to us certain: That no bridge across the North River can be a financial success unless it is so located as to compete with the present ferry system in transferring passengers to the downtown business district of New York.

PRECOCIOUS CHECK FORGER.

Ten-Year-Old Culprit Passed the Paper on the Family Butcher.

Samuel Greenburgh, ten years of age, of East One Hundred and Sixth Street, was charged in the Harlem Police Court yesterday with having forged the name of his father, Jacob Greenburgh, to two checks for $4 each, and passed them on the family butcher, Abraham Lippman, of 243 East One Hundred and Sixth Street. The checks were drawn on the State Bank of this city.

When Lippman sent them to the bank they came back protested, there being no account there. Lippman brought the matter to the attention of the boy's father, who refused to make good the checks. Lippman thereupon informed Capt. Creedon of the East One Hundred and Fourth Street Police Station, who had the boy arrested. Yesterday morning Jacob Greenburgh paid the $8 and the butcher withdrew his complaint. Young Greenburgh told Magistrate Crane that he had been prompted to forge the checks by his playmates, who helped him to invest the proceeds in ice cream and candy. Magistrate Crane, in discharging him, lectured the boy, and said that he had had a narrow escape from going to the Gerry Society.

HAD AN AGENT ARRESTED.

Colored Man Questions the Legal Status of a Benefit Society.

Walter Monzon, colored, of 147 West Fifty-third Street, was arraigned before Magistrate Kudlich, in the West Side Police Court, yesterday on the complaint of Charles Anthony, colored, of 160 West Fifty-fifth Street, who charged the prisoner with collecting dues from him for a benefit association which he claims has no legal existence in this State. He was held in $200 bail for further examination.

Monzon represented himself as agent of the Continental Relief Society, a New Jersey corporation, with offices at 1,267 Broadway. The concern has done considerable business among the colored people of this city by reason of the large benefits promised and small weekly dues required. Anthony was induced to join, but after making eight weekly payments he became suspicious of the concern and made inquiries. He was informed, he said, that the concern had gone out of business in 1875, and therefore procured a warrant for Monzon's arrest.

Monzon, in his own behalf, stated that he had been assured by the officers of the company that it had a right to do business in this State, and promised to have them appear in court. He was not able to give their names, however.

BOOK ABOUT NEW YORK.

Prizes to be Offered by Merchants' Association for Best Pictures.

Interest in the elaborate book which the Merchants' Association is getting up to illustrate the attractions and advantages of New York is apparently growing, for voluntary subscriptions to it are beginning to reach the President of the association. The estimated cost of this volume is about $60,000.

It is designed to make the illustrations superior to anything of this character yet attempted. The best artists of the country, many of whom are already actively cooperating, will be asked to compete, and no picture will be accepted for the book until it has first been passed upon by an Art Committee, which will be made up of gentlemen whose names will carry weight with the community. Prizes are to be offered for the best pictures.

The subscriptions thus far received are $500 from Warren Leland, $250 from Mayor W. L. Strong, and $100 from the Irving National Bank. Some important subscriptions have been promised by the representatives of big corporations, which will assume definite form a little later. President Charles H. Fancher of the Irving National Bank, in sending a check wrote to William F. King, President of the Merchants' Association: "I hope that your greatest expectations will be fully realized."

Ballington Booth's Statement.

Commander Ballington Booth conducted the meeting of the Volunteers at Cooper Union last night. The meeting was one of a series conducted for the working classes, and addresses were made by Major Habbecker and Harold Murkland. Commander Booth made the following statement: "I have no opinion to express whatever respecting Commissioner Booth-Tucker's social schemes. As my name has appeared in the press in connection with certain proposed undertakings, in justice to myself and the Volunteers I only want to make clear the statement that I disclaim any connection with the same."

Montefiore Home Reception.

The first home reception of the season of the Montefiore Home for Chronic Invalids was held yesterday by the Young Ladies and Gentlemen's League. The guests, 200 in number, assembled in the parlors of the institution, Boulevard and One Hundred and Thirty-eighth Street, where a musical and literary programme was rendered. Among those who took part in the entertainment were Miss J. Eiseman, Miss Birdie Salke, Miss Ruth Stern, Miss Rosenberg, Hermann Bernstein, and Leo Hornthal. Among the guests yesterday were Mr. and Mrs. L. Bonheur, Miss Ray Fox, Miss Rosenfeld Miss G. Hoffmann, Miss E. Benedict, the Misses Beno, the Misses Hutchings, Miss Alice Rosenheim, Miss Fannie Grestle, Miss Alice Joslas, Miss Dora Sherlck, and Miss Estelle Klee. Lemuel E. Quigg was a visitor during the afternoon.

In Aid of an Altar Chapter.

In aid of the Altar Chapter of the Church of Zion and St. Timothy, the rector, the Rev. Dr. Henry Lubeck, will deliver a lecture on "Some English Parish Churches," in the parish house, Fifty-sixth Street, near Eighth Avenue, this evening. Dr. Lubeck will relate his own observations, and the churches described will be illustrated by stereoscopic views. Mrs. Lubeck is at the head of the Altar Chapter of Zion and St. Timothy's Church.

Maryland Miller Burned to Death.

BALTIMORE, Nov. 28.—The flouring mill of Milton Hammond, near Bruceville, Frederick County, was destroyed by fire to-day, and the Superintendent, George Biehl, lost his life in the flames. Mr. Biehl was asleep in the building. The loss is estimated at $5,000.

JEWS IN UNITED STATES

Their Growth Traced by David Sulzberger in the Jewish Historical Society's Journal.

NUMBER NEARLY A MILLION

Synagogue Property Valued at Over $9,000,000—Largest Colony in New York—Their Division Among the Various States.

In the sixth publication of the American Jewish Historical Society, just issued, David Sulzberger of Philadelphia has an article headed "Growth of the Jewish Population in the United States," in which he presents some interesting matter relating to that subject.

"It is impossible to arrive at the exact number of Jews at present living in the United States," he writes, "nor has that number been at any time definitely attainable, as the United States Government does not classify persons by their religious convictions in the enumerations for the decennial census. Nevertheless, various estimates have been made from time to time with considerable care, and from these it may be possible to gather an approximate idea of the growth of the Semitic population."

The First Recorded Estimate.

The first estimate quoted by Mr. Sulzberger is that made by Hannah Adams about 1812, on the authority of the Rev. Gershom Mendes Seixas, who was at the time the best-informed Jewish minister in America. According to her calculation, there were then in New York about 70 or 80 subscribing members to the Congregation Shearith Israel, and Mr. Sulzberger considers it safe to infer that there were about 350 souls in that congregation, and no fewer than 50 additional unattached. In Pennsylvania the number of Jewish families was thought to be between 80 and 100. In South Carolina the Jewish population is given at about 1,000, and in Richmond at about 30 families.

"In 1818 Mordecai M. Noah estimated the Jewish population of the United States at 3,000, while in 1826, S. Gilman, quoting Isaac Harby, in The North American Review, arrives at the conclusion that there were not more than 6,000 Israelites, dividing them between the different States as follows: New England States, between 300 and 400; Pennsylvania, about the same; New York, about 950; Virginia, about 400; North Carolina, about 1,200; Georgia, about 400; Florida, about 50 or 40; Louisiana, about 100; the deficiency is put down as scattered or unknown.

"Fourteen years later, or in 1840, the American Almanac gives the number of Jews in the United States as 15,000, and in the next eight years, according to M. A. Berk, the compiler and publisher of 'History of the Jews up to the Present Time,' second edition, the population of the race had increased 35,000, and numbered then about 50,000, of whom between 12,000 and 13,000 resided in New York alone.

"The first systematic attempt to obtain definite statistical information was undertaken by the Board of Delegates of American Israelites, with the assistance of the Union of American Hebrew Congregations. The committee presented a tentative report to the meeting of the Board of Delegates held at New York on May 28 and 29, 1877 giving a total population of 180,750. Estimates had not been received from a number of places, and the committee was requested to continue its labors. In September, 1880, the Union of American Hebrew Congregations published the statistics of the Jews of the United States, in which the total was given at 230,257.

"In 1888, according to Isaac Markens, the population had risen to 400,000, of which 125,000 were credited to New York, and 114,000 of which landed on these shores between 1881 and 1886.

"The work of gathering the statistics for the eleventh census (1890) was committed to Philip Cowen of The American Hebrew, and he presented tables showing 533 congregations of Orthodox and Reformed Jews, with 130,496 communicants. The two branches together have 301 church edifices, with an approximate seating capacity of 139,824. Besides these edifices, 231 halls, &c., are occupied by congregations, and these halls have a seating capacity of 28,477. The total value of the synagogue property is $9,754,275, an increase in ten years of $3,549,697, while the number of communicants advanced over 80,000."

The Latest Census.

Coming then to the Jewish population of the United States in 1897, the writer says:

"The total ascertained immigration since 1885 is 411,073, and, adding 74,310 given by Mr. Joseph Jacobs in the Jewish Year Book for 1896, the total of Jewish immigration to the United States since 1881 would be not over 485,383.

"Upon the basis of earlier computations, and with the aid of persons in various parts of the country, I have prepared the following estimate of Jews now settled in the United States. This estimate, I believe, conservative. It is not capriciously made, yet is put forward tentatively, as material for criticism and discussion:

Alabama	6,000	Mississippi	5,000

HOW OREGON WAS SAVED

The Story of the Work of Dr. Marcus Whitman and His Faithful Wife.

MASSACRED FIFTY YEARS AGO

It Was Largely Through the Efforts of These Two Martyrs that the Greater Part of This Large Territory Became United States Soil.

The fiftieth anniversary of the massacre on Nov. 29, 1847, of the brave and patriotic Dr. Marcus Whitman and his noble wife, by whose agency largely the Territory of Oregon was saved to the United States, is at hand. A commemorative statue is soon to be placed on the front of the new Witherspoon Building (Presbyterian) in Philadelphia; a monument is to be placed over Dr. Whitman's grave on the banks of the Walla Walla, and an oration is to be delivered to-day by Gen. O. O. Howard, in Washington. Dr. Whitman's splendid services to the country, as well as to the civilization of the Indians, make these occurrences matter of interest to the whole Nation.

The Territory of Oregon originally extended from the northern border of California, latitude 42 degrees, to the southern boundary of the Russian possessions, latitude 54 degrees 40 minutes. To this territory five powers laid claim—Spain, France, Russia, Great Britain, and the United States. The claims of Spain were ceded to the United States in the treaty of Florida in 1819. France had acquired Louisiana, with its undefined boundaries, from Spain, and in 1803 had ceded the territory to the United States. Russia had claimed the territory on the Pacific coast down to the 51st parallel, but it was agreed in 1824 that Russia should make no claim south of 54 degrees, 40 minutes, or the United States north of the same line. This left but two contestants for the possession of Oregon—Great Britain and the United States. Feeling ran high and war appeared at one time almost unavoidable. Diplomacy finally triumphed, and a treaty concluded in the City of Washington in 1846 determined the 49th parallel as the dividing line between British America and the United States.

English Company Active.

The Hudson Bay Company, holding its charter from the British Government, had spread a network of trading posts over the whole territory. Its agents were everywhere. Its trade with the Indians, barterings goods for furs, was enormously profitable. It opposed all efforts to civilize the Indians, because roaming tribes of trappers and hunters supplied them with furs as settled communities would not.

In 1832 four Indians came from Oregon to St. Louis, a journey of more than 3,000 miles, for the sole purpose of obtaining for their people the "Book from Heaven," the White man's Bible. They had heard from some Christian explorers or trappers of one Supreme Being who alone was worthy of worship, and of the Book in which He reveals Himself to men. They desired teachers who would explain to them the white man's religion. It is almost inconceivable, though incontestably true, that the authorities into whose hands they fell allowed them to go back to their country without the slightest effort to meet their desires. One young man who heard their plea wrote of it to friends in Pittsburg, and letters of inquiry to Gen. Clark, who was then Superintendent of Indian Affairs for the whole Northwest, brought back the reply: "It is true. The sole object of their visit was to get the Bible."

The facts at once aroused the deepest interest. The Methodist Episcopal Church sent out the Rev Jason Lee and his associates in 1834, and in 1835 the American Board of Commissioners for Foreign Missions sent the Rev. Samuel Parker and Dr. Marcus Whitman to explore the country. On the strength of their report, the board commissioned them to establish a mission among the Nez Perces, and sent two other laborers, the Rev. H. H. Spalding and his young wife, to accompany them. Mrs. Spalding and Mrs. Whitman were the first white women to cross the Rocky Mountains. They reached Vancouver in September, 1836, having journeyed by wagon all the way and having proved it possible to take emigrant trains from the Mississippi to the Pacific coast. In 1842 there were 322 Indian families which under their tuition had begun to cultivate the soil.

British Plan Learned.

In September of that year Dr. Whitman met at a dinner table at Walla Walla several of the chief officers of the Hudson Bay Company and heard what convinced him that efforts were being made to stimulate immigration from the British possessions and to raise over the whole territory the British flag. Excusing his hasty departure, he rode twenty-five miles to his home, and before he had leaped from his saddle announced his purpose: "I am going to ride to Washington, God carrying me through, and bring out an immigration next season which will save this Territory to the United States."

Within twenty-four hours he had started, with one companion, who, worn out by toil and exposure, was obliged to remain at Bent's Fort, on the Arkansas River, until Spring. Suffering untold hardship, saved from death in a blizzard by the sagacity of a mule which found its way over the mountains to the camp of the night before, where the fire was not yet extinguished, with his ears, face, and hands frozen, Dr. Whitman reached St. Louis in February, 1843, and on March 3 he arrived in Washington, five months from the time of starting. His first question on reaching civilization was as to the Arbitration treaty. He was told it had be concluded. "How about Oregon?" "Left out of the treaty," was the reply. The whole question of the boundary west of the Rocky Mountains had been reserved for future settlement.

Dr. Whitman was able to give such information as to the value and the accessibility of the country as determined American statesmen rightly to surrender it. Daniel Webster said to h. that mountains and deserts made communication with Oregon impossible. "I took a wagon over the mountains," replied Dr. Whitman, "and have the wagon now." The same Summer Dr. Whitman conducted a party of nearly 900 immigrants, with 120 wagons, across the mountains into Oregon and practically settled the question as to which flag should float over that vast domain. Legal effect was given to it by the treaty of 1846.

The hostile influences, however, of the Hudson Bay Company and others continued to work on the minds of the Indians, with the result that on Nov. 29, 1847, he and his lovely wife, with thirteen other persons, were massacred by the very people they had come to benefit. Whitman College has since been founded there as a tribute to his memory. His grave has been hitherto unmarked, but a modest monument will henceforth indicate the spot where sleeps one of the benefactors of the Republic.

A Queen Forbidden the Bicycle.

From The Pall Mall Gazette.

La reine s'ennuie. It is said that all the younger royalties of Europe are learning or have already learned to bicycle, but there is one melancholy exception. This is the young Queen of Holland, who, during her last sojourn at Vienna, was seized with the longing called Velomania. An expensive and faultless machine was purchased, and she took it back with her to Holland. But here, unhappily, a State complication arose. The Queen Regent found the bike involved risks to life and limb, and when the young royal bikist eagerly asserted that the machine was her own, her mother answered, "Yes, but a Queen isn't." Queen Emma decided that the question—Shall a monarch learn the bicycle?—was important enough to be submitted to the Council of State, and though her daughter quoted all the royal precedents she could think of, her demands were advanced in vain. The Council of State, according to the Vaterland, answered thus: "Among all the illustrious names which your Majesty has mentioned there is no personality in whom is vested the welfare of such countless subjects as here. We must earnestly implore your Majesty, however small the danger may be which is involved in bicycling, that your Majesty will be graciously pleased to forego the same." Thus does the courtier paraphrase the sentence—Others may, but you mustn't. Queen Wilhelmina was sorely grieved at the decision, but she is said to have been comforted by the gift of a Shetland pony.

NEW YORK'S AWFUL EXAMPLE.

The English Premier Ridicules Megalomania—Comparison with London and Paris.

From Lord Salisbury's Recent Speech.

Now, gentlemen, your are here no doubt not entirely or mainly to deal with foreign affairs, and I owe you some apology now for having dealt with them so much. [Cries of "No."] But there are other things to interest us besides them; and they are things which concern our own daily and hourly well-being. [Hear, hear.] We live in the largest city of the world. We necessarily make great claims upon the Government of that city—[hear, hear]—but we ask ourselves whether it is in all respects governed as effectively, as wisely, and as cheaply as it might be. [Cheers.] And that is a question which the inhabitants of London will be forced to answer. My own belief, which is known to you, for I have expressed it before, is that in this matter the inhabitants of London—or, perhaps, I should rather say the statesmen of this country—have fallen victims to a common intellectual complaint of the present day which I may name (as I see Mr. Gladstone has consecrated the word, megalomania—the passion for big things simply because they are big, and in doing so London has departed from the tradition and precedent of all other large municipalities, and has a constitution wholly different from theirs. We are very proud of our municipal genius in this country, and of the splendid results which the municipalities all over the country have produced, and we are not the less proud when we compare them with what happens in some other countries. [Hear, hear.] But in London you have not got a municipality. You have got a little Parliament, [hear, hear,] and a little Parliament is not what you want. [Cheers.] We have a big Parliament to which we all pay the deepest reverence, but we think that one big Parliament is enough for this island. [hear, hear,] and to double it by another little Parliament which has less important matters to deal with, but which is hampered by all the difficulties which hinder the progress of business in its large archetype, I think that is a proceeding destitute of either wisdom or judgment. You have got your so-called municipality. That is, I believe, ten or twelve lines—something of that kind—larger than any other municipality in the country. The result is that you have ten or twelve times the amount of business to do; but the day remains limited to twenty-four hours. A human being remains limited to the amount of force with which nature has endowed his brain and body, and the consequence is that—I desire to speak with the utmost respect of the members of the London County Council, and I reverence them very much or the amount of time and labor which they bestow fruitlessly on the public good. [Laughter.] Yet I feel if our legislation had condescended to look upon the precedents we have all over the country, we should have seen that we could have obtained some much more efficient machines if we had been content to look upon London as what it is, not one great municipality, but an aggregate of municipalities. [Cheers.]

Small Cities Are Best Administered.

Now, that is a problem which you will have to consider. I hold that the limitation of the size of your municipality is one of the essential conditions of its efficacy and excellence, and for this reason, that you then get working upon your municipalities the best men of the town or district which they inhabit, the men who are well known to their fellow-citizens, who have themselves conducted their own businesses with great success, and continue to conduct it still, but yet can find some time in their day to give to the conduct of the business of the municipality to which they belong. And better administrators you cannot possibly find. You cannot find men of greater integrity. They are men who by their education and daily experience are taught to solve the problems which come up for solution in their official capacity. But if you overload them you will not get these men. They cannot give you the whole of their time. Some of their time must be given to their own affairs, and though I do not for a mement deny that you have excellent men on the London County Council, they are men of another kind. They are men who give themselves up wholly to this matter. That is not so, good, or anything like so good, as the government of men who are still conducting their own affairs in their own capacity. [Cheers.] I should be exceedingly sorry if I were thought that I would cast a slur, which would be most impertinent, upon the members of the County Council, but they are running into the danger of becoming professional politicians, and so you see that in their daily council there is almost as much waste of time as there is in the House of Commons. [Laughter.] In the House of Commons it is a necessary evil. It is one of the conditions on which we receive the inestimable benefit of representative institutions; but we don't require a duplicate of that phenomenon, [laughter,] and you will see if you watch the proceedings of the London County Council that they are overborne by the labor which they have to go through; the committees they have to attend are endless, and the result is that their debates are adjourned from time to time, and are to an unfortunate, and, I fear, to an increasing extent, devoted rather to abstract questions which concern advancing politicians than to the more prosaic and simple matters on which the happiness and welfare of five millions of people depend. [Cheers.]

I would entreat you to look at two great institutions in the world. Do you wish to be governed as Paris is governed? ["No."] Do you wish to be governed as New York is governed? ["No."] And yet the result at New York, which was waited for with so much interest, and which so many people deplore, was adopted after an effort to mend admitted defects of municipality, by enormously increasing its area and by bringing a much vaster population under its range. It failed lamentably because it could not obtain the assistance, support, and co-operation of the only class of men by whom municipal institutions can thoroughly and satisfactorily be governed. [Cheers.]

Well, this matter will be commended to you. I earnestly hope that it will be entertained by the County Council—though, perhaps, it may seem a suicidal course to recommend it—in a wise and patriotic and high-toned spirit. [Hear, hear.] And I earnestly hope that our friends will do their best, even at some inconvenience, to furnish for this or the next election a sufficient number of candidates to enable this matter to be impartially considered. I do not think that if you elected the best County Council in the world you would have solved the problem of London municipal government. [Hear, hear.] You will not solve it until you will consent to give a large portion of the duties which are now performed by the County Council to other smaller municipalities, [loud cheers,] elected within narrower areas and having a full and real knowledge of the conditions of the people for whom they are to legislate. [Hear, hear.] You cannot tell me—unless you have a political omniscience, which I cannot discern—you cannot tell me that Hackney knows much of what goes on in Putney, or that Hampstead knows much of what goes on in Greenwich. That this matter will be pressed to the front I have no doubt. I have little doubt that some legislation on the subject will be introduced by the Government in the ensuing session. [Cheers.] But, of course, this is not a matter for Government or party majorities. We must have the thorough sympathy and co-operation of the vast and enlightened population with whom we are dealing, or the enterprise upon which we have embarked will fail.

Other Brave Pipers.

From The London Chronicle.

The world is still waiting to know whether the gallant Gordon piper of Dargai is named Milne or Findlater. Meanwhile, it has occurred to a Scottish correspondent to delve into military records in search of parallel instances of courage, and he has found several. One of these instances—which occurred during the Peninsular wars—was almost identical with that of the capture of the Dargai Ridge. It was at Vimiera, when the Seventy-first Highlanders hurled themselves against the French as a counterstroke to the attempt of Kellermann to recover six captured guns, and drove back their assailants in headlong rout. When the Highlanders were advancing Piper Stewart, of the grenadier company, fell, his thigh being broken by a musket shot. Yet he refused to quit the field, and, sitting on a knapsack, continued to inspire his comrades with a pibroch, crying, "De'il ha'e me, lads, if ye shall want for music!" For this he received a handsome stand of pipes from the Highland Society of London.

Again, there is the historical incident of Pipe Major Mackay, who, when his regiment had formed square to receive a charge of French cavalry at Waterloo, stepped outside the square and strode round the bayonet-bristling ranks playing his most inspiring pibroch under the presence of his comrades—an incident which forms the subject of one of Mr. Bogle's finest battle pictures, exhibited at the Academy a year or two ago. With such performances, Piper Milne's (or Findlater's) feat may, our correspondent thinks, well be compared, and he suggests that its merits might fitly be recognized by the presentation to himi of a set of silver bagpipes as in the case of his Tyrtaean comrade at Vimiera.

TALE OF A STRANGE CAREER

From European Courts to a Bowery Lodging House and Bellevue Hospital.

ELIZABETH HESSEL, SPINSTER

She Says that She Wrote a Book on the Wrongs of Prussian Women, Which Made Her Famous.

In Ward No. 16 of Bellevue Hospital is a woman of sixty years, half blind and with one arm almost useless, who tells a story of a life astonishing in the contrasts it affords—of a youth and middle age passed among persons of wealth and refinement in the ranks of the European nobility, and an old age of poverty and distress in a Bowery lodging house.

In the hospital records she is Elizabeth Hessel, spinster, of 15 Bowery, brought from Chatham Square Nov. 20 suffering from a sprained ankle, the result of stepping on a banana peel on the pavement. She is of heavy build, with a stout, pleasant-looking face and white hair. She speaks French and German fluently and English with an accent. Her language shows her to have been a student of the classics, and she says before her arm was hurt she was a capable musician. Twenty-five years ago she declares her name was known the length and breadth of Europe, and the story of her wrongs then told stirred German court circles.

For years, she says, she was resident and finishing governess in the families of the British nobility. In 1869, when in the employ of the Earl of Erne, she was struck by a carriage and her arm was broken and permanently injured. She went to Berlin and spent the succeeding thirteen years in the vain hope of regaining its usefulness. During her stay in Berlin she was called on business to the office of the President of the Police Department. Herr von Wurmb insulted her and she made public outcry. Von Wurmb was removed from his office.

Stung with the outrage to which she had been subjected, Miss Hessel decided to write a book showing the manner in which women were treated. Speaking of it yesterday, she said:

"I had my mind made up what to do. I had lived within the inner circle of royalty, nobility, and aristocracy for years. I saw it all from the inside, not the outside. I knew how they looked upon woman as a tool or a means. I knew that, failing in that, she could be made their victim and none would listen to her appeals. I knew of the gross injustices, rankling indignities, and utter shamelessness of their treatment of women beneath them socially, and I was determined to tell of it.

"The police were sent to threaten me. Failing in this, bribery was attempted. I was proof against both, though I knew whence came the offer of immense sums of money to quiet me. My book was not published for the sake of money. I had money then, and refused to sell one copy. Time and again they tried to poison me, but they failed. I sent my book to every member of the House in Prussia—the Diet they call it now. I also sent a copy to every member of the Reichstag and the British House of Parliament.

"My sole aim and object was to help women in Prussia. That was then the centre of abuse. My book was issued in 1876, and caused a sensation. It simply told of the wrongs of women in Prussia, their past, present and future. Within two years laws were passed, based upon my story, that adopted some of my suggestions and protected women.

"In England and in France Queen Victoria has done much for women. She has done far more than you Americans know because her vision is from the inside, and her personal opinions and example there have done far more to elevate woman than you imagine. Occasionally you see a tribute to Queen Victoria from sources that are important, because of what she has done for woman. The real story of what she has done has never been printed, probably never will be—but the Queen knows, British aristocracy knows, and I know.

"What Queen Victoria did for English and French women and what the American gentleman has done for the American girl I did for the women of Prussia. My reward was to be driven from the country, with little money and few friends. I came here more than six years ago.

"I am poor, very poor. I have been living lately with the old German landlady at 15 Bowery. But I have good friends in Brooklyn and New York. They never knew I was so poor. They will learn it now that I fell down and was so hurt. I had to go to a charity ward in a hospital."

Miss Hessel said that perhaps they would help her, but even if they did not she would be able to help herself. She purposes writing another book on the social institutions of Europe.

The woman in charge of the Bowery lodging house said she knew little of Miss Hessel. She played the piano and gave music lessons in the tenement districts of the east side.

DROVE HIS DAUGHTER OUT.

Betuch Was Wroth Because the Girl Was Secretly Married.

NEW ROCHELLE, N. Y., Nov. 28.—Louis Betuch of this place learned last night that his eighteen-year-old daughter Josephine had been the wife of Antonio Rose, a local barber, since Nov. 18, and says that he will punish his new son-in-law if it takes him a lifetime.

On the date mentioned the couple went to New York, were married in the City Hall by an Alderman, and then went back to their respective homes and kept quiet about it. On Sunday Josephine left home in the afternoon, and as she did not return by midnight her father started out to find her, and went to Mount Vernon after learning that she had gone to that town, but had a fruitless search.

On returning home he met Rose on the train, and asked him if he had seen his daughter. Rose said that he had not. Meanwhile the girl was hiding in the baggage car. When the train reached this town she got out ahead of her father, and by dint of running, arrived home before he did. Last night she confessed her marriage and was driven out of the house. She went to her husband's shop and he took her to St. Gabriel's Church, where Father Kellner married them again, to satisfy the girl's scruples, and they went back to Rose's home.

Alabama Schools and Steel Making.

Gov. Johnston of Alabama, who is visiting Baltimore, thus spoke to a representative of The Sun of that city: "Alabama has a liberal and progressive policy toward the advancement of education. One-third of the entire receipts from the State taxes are expended in furthering education. We have an agricultural college for each Congressional district, making nine in all. Besides this we have a State university and an excellent school system in the towns and counties."

Concerning steel making he said: "We are now making steel under $12 a ton, and as Alabama is manufacturing iron cheaper than any place in the world, many small industries having iron and steel for a basis are sure to follow. There is a steady investment of capital in manufacturing, and most of this is home money, which best indicates the faith of our people in the future of the State. Northern capital finds a welcome in Alabama, and the whole attitude of the people toward corporate interests is fair."

San Francisco Chinese School.

SAN FRANCISCO, Nov. 28.—An important movement, originating with the new Chinese Minister, Wu Ting Fong, to bring into closer relations the people of his race with the rest of the people is to be consummated in this city soon. The project contemplates the erection of a school building, the bringing of a corps of teachers from China, and the education of the Chinese youth of this city and coast in both English and Chinese branches. The Chinese Government is preparing to expend not less than $40,000 in carrying out this project. Tuition will be free, but a small charge will be made for instruction in special branches. If the experiment proves a success, similar schools will be established by the Government in other sections of the United States.

Not Liberally Educated.

"What makes you think your father never went to college?" asked the fond mother.

"He doesn't know a half back from a centre rush," returned the boy scornfully.—Chicago News.

HOCKEY GAMES ARRANGED.

The Amateur League Will Begin Its Season Next Week—Colleges Will Cultivate the Game.

The Amateur Hockey League will begin its second season at St. Nicholas Rink Dec. 9. The game has gained popularity since the opening of three ice rinks in New York, and it promises to develop into one of the most popular of Winter pastimes. The amateur league, which was organized last year, now comprises the New York Athletic Club, St. Nicholas Skating Club, Hockey Club of New York, Montclair Athletic Club, Brooklyn Skating Club, and Crescent Athletic Club. The latter organization did not enter this season's competition.

The St. Nicholas team will produce a formidable team and will make a strong bid to wrest the championship from the New York Athletic Club. The team includes Wrenn, Larned, Hobart, and Slocum, the tennis experts, and Crowninshield, Wharton, Hewitt, Inman, Livingston, and Barron. The latter has been elected Captain.

The New York Athletic Club's team will practically be the same as last year. The men are all Canadians, who have played the game from childhood, and they undeniably have an advantage over some of the other players. The Hockey Club of New York will put forth a strong team, including several Canadian players, and will have its headquarters at the Ice Palace Skating Rink. The club was not represented in the league last season because it refused to change its name from New York Hockey Club to Hockey Club of New York. The change was deemed expedient because of the close resemblance of its name to the New York Athletic Club. The Skating Club of Brooklyn and the Montclair Athletic Club will be strongly represented.

There is a movement on foot to form an intercollegiate league. Nearly all the universities in the East had polo teams last year, but they consider ice polo an inferior game to hockey, and it only remains for one of them to take the initiative to effect the organization of a hockey league. The New York and Long Island Interscholastic Athletic Associations will include hockey in the programme of Winter sports. The cultivation of hockey in scholastic circles will doubtless encourage the game among the colleges, as then they will not be handicapped by having to deal with raw material. The lads will be thoroughly versed in the game by the time they graduate. If all these associations cultivate the game, the Americans will soon be as competent and may become superior to the Canadians at their national game. The schedule of the Amateur Hockey League follows:

Dec. 9, 1897—Brooklyn Skating Club vs. New York Athletic Club, at St. Nicholas Rink.
Dec. 16—Hockey Cub vs. Monclair Athletic Club, at Ice Palace.
Dec. 22—Hockey Club vs. Brooklyn Skating Club, at Clermont Avenue Rink.
Dec. 23—New York Athletic Club vs. St. Nicholas, at St. Nicholas Rink.
Dec. 28—Montclair A. C. vs. St. Nicholas, at Clermont Avenue Rink.
Dec. 29—Hockey Club vs. New York Athletic Club, at St. Nicholas Rink.
Jan. 5, 1898—Brooklyn Skating Club vs. Montclair A. C., at Clermont Avenue Rink.
Jan. 13.—Hockey Club vs. St. Nicholas, at Ice Palace.
Jan. 19—Montclair A. C. vs. New York Athletic Club, at Clermont Avenue Rink.
Jan. 25.—Brooklyn Skating Club vs. St. Nicholas, at St. Nicholas Rink.
Feb. 2—Hockey Club vs. Montclair A. C., at Clermont Avenue Rink.
Feb. 9—Hockey Club vs. Brooklyn Skating Club, at Ice Palace.
Feb. 12—Montclair A. C. vs. St. Nicholas, at St. Nicholas Rink.
Feb. 17—Brooklyn Skating Club vs. New York Athletic Club, at Clermont Avenue Rink.
Feb. 24—Hockey Club vs. St. Nicholas, at St. Nicholas Rink.
March 2—Brooklyn Skating Club vs. Montclair A. C., at Clermont Avenue Rink.
March 8—Hockey Club vs. New York Athletic Club, at Ice Palace.
March 15—Brooklyn Skating Club vs. St. Nicholas, at Clermont Avenue Rink.
March 22—Montclair Athletic Club vs. New York Athletic Club, at St. Nicholas Rink.
March 26—New York Athletic Club vs. St. Nicholas, at St. Nicholas Rink.

PROLIFIC OKLAHOMA.

Gov. Barnes Says that the Young Territory Is Entitled to Statehood.

In the recent report made by Gov. Cassius M. Barnes of Oklahoma to the Secretary of the Interior, statements are made which indicate a gratifying degree of development and progress in that young Territory. Gov. Barnes declares that Oklahoma has made greater progress in seven years than have most Commonwealths in thrice that length of time, and he says, furthermore, that "measured by all standards and precedents under which other States were admitted to the Union, Oklahoma is certainly entitled to immediate Statehood." He hastens to add that thoughtful citizens of Oklahoma are not clamoring for immediate Statehood, however.

It is in the fruit and agricultural line that Oklahoma is making the most rapid strides toward prosperity. Oklahoma peaches are in the market from early June to late in October. This fruit is described as of particularly fine quality and extremely luscious. Many samples have been shown measuring from 9 to 12 inches in circumference and weighing from 8 to 14 ounces. Trees produce abundantly in three years from the planting, and the growth is rapid. Gov. Barnes says that a hundred or more carloads of fruit were shipped to outside markets this year, and Oklahoma peaches are supplanting the California fruit in many places. Pears weighing a pound each are shown. Grapes yield from six to eight tons per acre, and all kinds of small fruits do well. Enough orchards are now growing in the Territory to make it one of the greatest fruit sections of the country. Stock raising is also an important industry.

Oil has been found in different parts of Oklahoma; coal has been mined in Pawnee and Payne Counties; gold and silver deposits exist in the Wichita Mountains, and there are outcroppings of iron, lead, and zinc at several points. Every county has good building stone; there is gypsum enough to supply the world, and great deposits of pure salt at several places. Asphaltum deposits exist near Fort Sill, and beds of cement and finest clay have been found. The extremes of heat and cold are not as great as in most parts of the United States, and there is almost an entire absence of contagious diseases. The wheat yield of the Territory is put at 20,000,000 bushels, and yields per acre are cited that are astonishing.

The Governor says that industrious laboring men, who are willing to work, can always find steady employment in Oklahoma

The Lambeth Potter and Pottery.

From The London Times.

We regret to learn that Sir Henry Doulton died on Wednesday evening at his house in Queen's-gate-gardens, after a few days' illness. He was born in Vauxhall in 1820, the second son of Mr. John Doulton, a Lambeth potter, whose business he joined on leaving University College School. His first great success was in the manufacture of glazed pipes for sanitary purposes, but about 1870 he took up and greatly developed the production of what is now known all over the world as "Doulton ware"—ornamental pottery, in vases, jugs, cups, &c. A Doulton vase is generally made of a rather hard gray or brown ware, on which a sharply incised realistic design is drawn—a bird, or a group of rushes, or what not—and either a part or the whole is then richly enameled in blue or dark grown. As is commonly the case with pottery, the originality of the firm of Doulton was not allowed to pass unchallenged; and a claim of priority was put forward for what was known as the Martin pottery, a very similar manufacture. Rightly or wrongly, however, the great public decided to call the material by the name of Doulton ware; and as such it has long had immense vogue. Its merits are indisputable, and though it would probably better if it were somewhat rarer, it is honest, useful, and in good taste. Sir Henry Doulton (who was knighted in 1887) rebuilt the Lambeth works, putting up the large building with the slender tower which is so well-known an object on the south bank of the Thames, just above Lambeth Palace; and there he supported a whole school of art workers, mostly women and girls. Some of these have real talent; it is to be regretted that the bad trade custom of modern times does not permit them, as a rule, to sign their pieces, as they would have done had they worked at Urbino or Gubbio in the sixteenth century. One worker for the firm, however, Mr. George Tinworth, the modeler, obtained celebrity some years ago by his large terra cotta figures in relief.

Sir Henry Doulton was an active magistrate, and took a prominent part in many good works, especially as almoner of St. Thomas's Hospital. He married, in 1849, the daughter of Mr. J. L. Kennaby, and was left a widower in 1888.

ITEMS OF GOLF INTEREST

Arrangements for a Meeting of Canadian and United States Players Next Year.

GOOD TEAM OF SCHOOLBOYS

Interesting Incidents of the Recent Lakewood Tournament—Whigham Will Remain Here a Few Days—Prize for Van Etten at Knollwood.

The great activity in golf for the present season is over, but that does not mean that interest in the popular sport will diminish, for as long as the Winter remains open there will be club contests and handicap matches on near-by links, and talk regarding the coming annual meeting in February of the United States Golf Association will soon be heard in golfing circles. The recent successful tournament at Lakewood has been a glorious finish to the long series of open events, and incidents of its many interesting features will furnish agreeable club conversation for many days to come.

H. J. Whigham, the amateur champion, has made himself more popularly and agreeably known to Eastern golfers by his competition last week. This is the first Eastern contest in which he has competed since winning the amateur championship for the first time in July, 1896, at Shinnecock, and although defeated at Lakewood, his popularity has suffered no diminution. It can safely be said that Whigham's presence was responsible for a good part of the large number of spectators that thronged the links on both of the clear days, Thursday and Saturday. While in Lakewood, Whigham was the guest of the club President, Robert B. Kerr. He will remain here for a few days longer, returning to Chicago the latter part of this week.

The presence of the Canadian golfers T. R. Henderson and Stuart Gillespie also added an extra element of interest. The latter by this time is fairly well known among our players, as he played in the Westchester Country Club tournament two weeks ago. The former made his first bow to United States golfers last week, and although playing against good men and on new links, won the Consolation trophy. To do this Henderson had to beat his host, F. A. Walthew, who has made great improvement in his game since last year. Henderson hails from the Montreal Golf Club and holds second championship honors in Canada, having been defeated in the Canadian championships last Fall by W. A. H. Kerr of Toronto.

It had been hoped that the latter could come to Lakewood, but business compelled him to send his regrets to Mr. Kerr, and at the same time he mentioned the growing desire on the part of Canadian golfers to bring about a golf meeting between the two countries. This has been looked forward to on both sides for over a year, and at one time it almost looked as though a Canadian team might visit the United States this year. Some system will undoubtedly be arranged whereby a team of Canadian and United States golfers will meet next year.

W. A. H. Kerr, or "Archie" Kerr, as he is familiarly known, threw out the suggestion that such teams might consist of ten men each, and the first meeting be next Fall in Toronto, where the Canadian championships are to be played. It is quite likely that this suggestion and a national golf meeting will be discussed at the annual meeting of the United States Golf Association, and the result will be awaited with general interest. There is no question that the visit of these two Canadians will greatly stimulate the matter.

Gillespie, who qualified among the first sixteen and was beaten just before reaching the semi-finals by M. R. Wright of Philadelphia after a nineteen-hole game, has just joined the Fairfield County Golf Club of Greenwich, Conn., and will probably play hereafter on its team, as he intends remaining here for some time.

One of the youngest players at Lakewood, but whose excellent golf earned general commendation, was Courtlandt D. Barnes. He is a student in Cutler's School of this city and barely eighteen years old. His match with Whigham was one of the many live features of the tournament.

Barnes plays an excellent game, and with as rapid improvement during another year as he has shown since Spring he will prove a formidable opponent for the best of them. The Cutler School, by the way, is the only preparatory school in the city having a regularly organized golf team, although efforts are being made to start one in Berkeley. The Cutler School has several able golfers, including Harry B. Hollins, Jr., whose golfing ability has become well known through his victories on the Westbrook Club links.

Besides Barnes and Hollins, the other members of the regular team are G. O. Winston, E. H. Ladd, L. Hitchcock, R. D. Humphreys, D. H. Lloyd, and Edward Bell, Jr. A few days ago this team played the Hotchkiss School golf team at Sharon, Conn., beating them by 22 holes. Arrangements are now being made to secure a match with the Lakewood Club in the near future. Barnes is Captain of the team.

An interesting match recently held on the links of the Knollwood Country Club, near White Plains, for a cup given by Mrs. Jules Reynal, was won by Lawrence E. Van Etten in 87 strokes. His score is:

LAWRENCE E. VAN ETTEN.

Out	5	4	5	7	6	5	4	4	5—45
In	5	4	3	5	4	5	9	3	4—42
Total									87

A mixed foursome match played at the same time was won by Mrs. Arthur Harriman and P. Gibert Thebaud in 98 strokes. Just one stroke behind them came Mrs. P. Gibert Thebaud and Lawrence E. Van Etten.

THE BIG GARDEN RACE.

Large List of Wheelmen Will Start Sunday Night.

The entry list for the six-day bicycle race, to begin in Madison Square Garden next Sunday night, is the largest ever made in a similar contest. All the fast riders of the world are to take part, and the probabilities are that Hale's record of 1,910 miles, made last December, will be badly beaten. Forty men will face the starter, all trained to the hour to pedal for fame and American dollars. Following is the full list:

Teddy Hale of Ireland, Joseph S. Rice of Wilkesbarre, Albert Schock of Brooklyn, Gaston Riviierre of Paris, Fred W. Schinner of Chicago, A. Etienne Stephane of Paris, Thomas A. Barnaby of Boston, Oscar Julius of Sweden, John M. Reading of Omaha, Burton D. Blakeslee of Boston, Rudolph Gartner of Austria, James Busteed of Jersey City, Edward Beacon of New York, W. H. Hicks, Jr., of Brooklyn, Emile Riviere of Newark, Charles W. Ashinger of New York, Fred Foster of New York, Frank Waller of New York, Burns W. Pierce of Canada, D. MacLeod of New York, Andrew Johnson of Long Island, Frank Albert of New York, Peter Golden of New York, Harry D. Elkes of Glens Falls, Theodore Backe of New York, Louis A. King of Bloomfield, Albert Enterman of Brooklyn, J. B. Gray of New York, W. C. Moore of Philadelphia, E. C. Smith of Saratoga, Joseph R. Gannon of New York, Stephen Fallen of Jersey City, John Schuessler of New York, Helly Davidson of Canada, Fred Titus of New York, George Cartwright of England, and Austin H. Luce of Buffalo.

FOOTBALL AT HOBOKEN.

Scottish-Americans of Newark Defeat the Americus Team, 7 to 0.

The devotees of association football gathered yesterday at the grounds of the St. George Cricket Club, Hoboken, to witness the first meeting of the season between the Scottish-Americans of Newark and the Americus Athletic Association. The game was of the championship series of the National Association Football League.

The teams were not closely matched, the Scots being altogether superior to their opponents, and they finally won by 7 to 0. The winners gave a good exhibition of the science of the game. Nagle, Hill, and Higgins all excelled for the Scottish-Americans, while Gallinant, Gill, and MacNamara did the best work for Americus. Following is the summary:

Scottish-Americans (7.)	Positions. Americus, (0.)
Hopkins	Goal Gallinant
McCulloch and Wilson	Full backs Rovigno and Wilson
Blackwood, Steele, and Galloway	Half backs Matthews, Frank, and Young
Hill, Saltus	Right Wing Goode, Gill
Nagle	Centre Kelly
Lavery, Higgins	Left Wing Mcnamara, Woodhouse

Referee—T. Turner of the True Blues of Paterson. Linesmen—J. Spence for Scottish-Americans; F. Davis for Americus. Goals kicked—Nagle, (4,) Higgins, (2,) Saltus. Time of game—1 hour and 30 minutes.

GOSSIP FOR HORSEMEN.

The Prices Received at Last Week's Sale Seem to Indicate a Returning Boom in the Market—Notes.

Old horsemen who have watched the progress of light harness horse sales for several years past were agreeably surprised last week when they noted the manner in which the horses in the big sale at Madison Square Garden were selling. They had noted small prices for so long that the fair returns for good stock last week set them on edge with joy, and many of them have come to the conclusion that the tide of prices has at last turned. This news will add impetus to the breeding business, and if it continues many large stock farms, now practically abandoned, will spring into activity again, and will within a few years send batches of young harness stock to the markets. The revival of road driving in many sections of the country and the heavy demand from Europe for good road and racing stock is responsible for the boom. Buyers, however, and especially the Europeans, are more critical than they were a few years ago, and they will buy only good strains of blood, and then only when the animal has done something or looks to be promising of something above the average. Harness racing is at present one of the most popular sports in Austria, and the presence of at least a dozen Austrian buyers in this city, among them Albert Moser, Johann Fleischmann, and the representatives of Schlessinger & Co., is indicative of the future of the sport in that country. The buyers are sending over all the well-known strains of blood—some for racing, and a great many for breeding purposes. Hungary is splendid breeding soil, and many large stock farms have sprung up there during the past five years.

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When ground was broken for the Harlem River Speedway about four years ago, New Yorkers who owned good roadsters looked forward with enjoyable anticipation to the time when they could use it. They hoped that it would be ready in a comparatively short time, but the various delays have caused many of them to almost forget that such a thing as the Speedway was ever promised. Now, however, that a portion of it is finished and has been opened for use, the roadsters are flocking to it at every opportunity. The completion of the Speedway will also act as a boom to the horse trade, for there are any number of men in this city who love to drive behind a blooded horse when there is a place to speed him, and who for lack of this facility have never ceased to own a horse.

***

C. J. Hamlin, the owner of The Monk, 2:08¾, and The Abbot, 2:11¼, intended to sell them with his others at the Fasig sale in Madison Square Garden last week, but when all arrangements for entering them in the sale had been completed, he changed his mind, and decided that he would make the effort that no other trotting man has tried, that of beating the team record of 2:12¼, which he made in 1892 with Belle Hamlin and Honest George. Ed Geers has been given charge of the pair, with orders to prepare them for pole trotting for next season, and when they are ready they will be started on the best tracks in the Grand Circuit. Mr. Hamlin believes the pair to be among the best he has ever owned, and he confidently expects that Geers will have them ready to trot close to 2:08.

***

Storm King, the remarkable stepper brought to this country by Mr. and Mrs. John Robinson of Hull, England, to take part in the recent horse show did not strike the fancy of the bidders at the American Horse Exchange last week. He was bid up to $2,200, but nothing additional was offered, and Mr. Robinson withdrew him at that price. Storm King is one of the most remarkable steppers ever seen in the show or sales ring in this city, and some of the experts who have seen him agree that he is as showy as Sundown, who has earned the title of the "King of Steppers."

***

J. P. Allen, well known to New York horsemen, has gone to Russia to take charge of the training establishment of G. G. Eliseyeff, the owner of Nominee, 2:17¼; Aerolite, 2:20¼, and a number of other fast American harness horses. If Mr. Allen does as well with his charges in Russia as he done with those he cared for in New Jersey recently, he will strengthen the already good opinion the subjects of the Czar have of American horse sense. He took with him Muta Wilkes, 2:11, owned by R. A

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Amusements This Evening.

ACADEMY OF MUSIC—The White Heather—8:15.
BIJOU—The Swell Miss Fitzwell—8:15.
BROADWAY—The Idol's Eye—8:15.
CARNEGIE HALL—Orchestral Concert—8:15.
CASINO—1999—8:10.
DALY'S—Taming of the Shrew—8:15.
DORIS'S WINTER CIRCUS—2:00 and 8:15.
EDEN MUSEE—Waxworks—Concerts—Cinematograph—Day and Evening.
EMPIRE—A Marriage of Convenience—8:30.
FIFTH AVENUE—Alexandra—8:30.
FOURTEENTH STREET—An Irish Gentleman—8:15.
GARDEN—The First Born—Indian Summer—8:30.
GARRICK—The Little Minister—8:20.
GRAND OPERA HOUSE—The Silver King—8:00.
HARLEM OPERA HOUSE—In Town—8:15.
HERALD SQUARE—The French Maid—8:15.
HOYT'S—A Stranger in New York—8:30.
IRVING PLACE—Waldmeister—8:15.
KNICKERBOCKER—An American Citizen—8:20.
KOSTER & BIAL'S—Refined Variety—Spectacular Ballet—Concert—7:30.
LYCEUM—The Princess and the Butterfly—8:10.
MADISON SQUARE GARDEN CONCERT HALL—Billiard Tournament—8:00.
MANHATTAN—His Little Dodge—8:30.
MURRAY HILL—Ticket of Leave Man—8:15.
NATIONAL ACADEMY OF DESIGN—Paintings—Day and Evening.
PLEASURE PALACE—Vaudeville—1:30 and 7:00.
PROCTOR'S—Vaudeville—12 M. to 11 P. M.
ST. NICHOLAS RINK—Skating on Ice—8:15.
WALLACK'S—A Lady of Quality—8:30.
WEBER & FIELDS'—The Glad Hand—Vaudeville—8:00

See Amusement Advertisements—Page 10.

TEN PAGES

NEW YORK, MONDAY, NOV. 29, 1897.

Readers of The New York Times who may at any time be unable to procure copies of this paper at any news stand, ferryhouse, railroad station, or on any railroad train where newspapers are sold, will confer a favor upon the management by sending to this office information of that fact.

PUBLISH THE PENSION LISTS.

The only way to stop the greedy rush for pensions is to publish the pension lists.

There are a million pensioners already, and 200,000 pending applications, a full generation after the close of the war. Twenty-five years ago it was said in the House of Representatives that in the natural course of events the number of pensioners would shortly diminish from year to year and the annual appropriation would be smaller and smaller. If pensions had been restricted to veterans suffering from disabilities incurred in the service, the only pension which does not degrade those who receive it, the list would have diminished and the expenditure would now be borne without distress or complaint by a grateful Nation. But the granting of pensions to everybody who asks for one, to men who never went to the front nor heard a musket fired, to deserters and camp followers, to foreigners, and to perjured beggars who get full disability pensions for infirmities that never existed, has lengthened the roll and added to the burden until pensions have become a National scandal and their cost a terrible drain upon the resources of the Nation's taxpayers.

The figures of the pension disbursements since 1870 will show the appalling growth of the abuse. In the decade for 1870 to 1880 $326,088,179 was paid for pensions, amounting to 19.99 per cent. of the net ordinary expenditures of the Government. In the decade for 1880 to 1890 the pension payment was $702,232,632, equal to 33.47 per cent. of the net ordinary expenditures. From 1890 to 1896 the cost of pensions was $840,363,077, or 42.50 per cent. of the net ordinary expenditures. Adding the $140,000,000 appropriated for the last fiscal year, we have the prodigious sum of $2,008,783,908 paid to pensioners in twenty-seven years.

If the total causes amazement, the rapid increase awakens alarm. We paid out very nearly as much in the first five years of this decade as in the entire ten years from 1880 to 1890. Nearly half the ordinary expenditures of the Government are for pensions. Nine-tenths of our revenue from customs goes into the pockets of the pensioners. Without the pension roll we should need no Dingley law!

This terrible showing is beginning to impress the people. But meanwhile the pension agents are flooding the country with their circulars, insulting honorably discharged soldiers by informing them that "desertion is no bar to a claim," and the Congressmen of one party strive to outstrip the Congressmen of the other in the demagogic race to do more and all the time more for the pensioners. There must be a sharp awakening of the public conscience, a demonstration of the rottenness as well as of the monstrous cost of the pension roll that will create a sentiment powerful enough to deter Congress from adding to the scandal and ultimately to lead to the purging of the fraud-tainted roll.

We have already had occasion to point out the advantages of publishing the lists. They could be furnished to local newspapers throughout the country, and in every Post Office there should be posted an official list of all persons receiving mail at that office whose names were on the pension roll. The deserving veteran would suffer no loss of public esteem from such a publication, while each community would learn how many of its rich or well-to-do citizens were secretly and meanly adding an undeserved bounty to their ample incomes, and how many worthless and dissipated fellows, how many sturdy beggars were supported at the expense of the taxpayers.

The shock of these discoveries would be most salutary. It would provoke public indignation and flood Congress with protesting letters. It would stop the abuse where it is, and probably force an investigation and cleaning up of the lists.

Since the suggestion was made in these columns that the lists should be furnished for publication and posting, we have been permitted to read a correspondence between a veteran of the war and the officials of the Bureau of Pensions under a former Administration. The bureau was requested to furnish a list of pensioners living in a small city in a neighboring State for the purpose of publication. The Commissioner of Pensions declined to furnish the list, with the following explanation:

"I agree with your statement that the deserving veterans often do not get enough, and that many, without desert or need, get more than they should, and that the pension roll ought to be a roll of honor, but I think that experience shows that publicity of the pension rolls does not tend to correct this. The roll, if published, would doubtless attract attention for a brief time, but very little action would be taken with reference to correcting it in the way you indicate, while the lists would be carefully saved by claim agents to enable them to deluge the pensioners with circulars to induce them to apply for further increase of pension. My impression is that good results would not follow from such publication."

Fifteen or twenty years ago the effect of publication might have been what the Commissioner pictures forth. It would be quite different now. There has been enough exposure already to excite the public disgust and arouse a strong feeling of protest. The people already grasp the dimensions of the abuse. They need now to know it in its shameful details. Taxpayers merely grumble when they are told that they are helping to make up the sum of $140,000,000 for a million pensioners thirty-two years after the end of the war. They will glow with wrath when they know that part of the tribute extorted from them goes to the village drunkard and another part to the richest man in town.

COL. WARING.

Col. WARING announced on Saturday evening that he should not remain in charge of the Street Cleaning Department after Jan. 1. He also predicted that there would be no lowering of the standard he has established in the department. We trust that his prediction will be verified, though the only complete assurance on that point would be his retention.

The Commissioner has done unique service of very great value to the people of the City of New York. It is not simply that he has cleaned the streets as they were never before cleaned, and given us the varied advantages that this brings. Certainly increased comfort and comeliness, saving to property, the prevention of disease, the lowering of the death rate, are not small matters. They are large ones, and the sum of our debt to Col. WARING for these is not easily computed. But while we are indebted to him for these we owe him much more for the striking object lesson he has given us in the ground principles of public administration, in the complete demonstration that public business requires and fully repays the same sterling virtues that underlie all private business.

He has proved that the spoils system, which is generally held to be inseparable from public business is a hindrance and a nuisance, and that the most difficult branch of the city work can best be done by precisely the methods adopted in private work. He has shown that the system of impartial selection and promotion for fitness alone, which the politicians deride as visionary and impracticable, gives the public better results in every way than can possibly be got from the partisan methods. No weak-minded or cowardly citizen can now plead that the honest way is ideal but impossible. Col. WARING has tried it and his success is stamped over miles on miles of clean pavement throughout New York.

Again Col. WARING has proved the enormous value of the honest system in developing the manhood of those employed in even the humblest public work. His men are to-day as respectable and self-respecting a body of citizens as we have or can have. We all know what the force once was. The revolution—it is nothing less—is due to changes not of the men, but in the men. Much the larger number are the same as when the force was despised by the public and by its own members. They have been treated like honest men, independent and responsible, and they have proudly adopted the standard by which they have been fairly judged.

Nor is this all. Col. WARING has applied to the labor question in his department the same high moral principle and the same saving common sense that have been applied to other problems. He established a system by which every matter in dispute as it arose was thoroughly discussed by representatives of the working men and by his own officers, and settled if possible, between them, reserving his own intervention for such cases only as could not thus be disposed of. So completely successful has this manly, humane and fair system been that at the last report only one case had required his personal decision.

And one peculiar element of the greatest importance in the work of Col. WARING is that it is intimately known, perfectly understood, and heartily approved among those classes of our citizens who have usually been most ignorant and most misled as to the real nature of public work and the way in which it should be done. If, as Col. WARING predicts, the standard he has set up is not to be lowered, that will be another evidence of the great and enduring force of a sound principle applied by a man of ability, intelligence, and high character.

AT ALBANY.

Through the vice of a grossly unfair apportionment Mr. PLATT has secured 78 Assemblymen—two more than a majority. The State went Democratic by 60,000, but the Assembly remains Republican, because the greater City of New York, although it has half the population of the State, is allowed to elect only 59 Assemblymen out of a total of 150. This anomaly and injustice will be roughly corrected the first time the business of reapportionment falls into the hands of a Democratic Legislature.

But Mr. PLATT seems to have no work planned for his majority. Prominent organization Republicans express the opinion that the Legislature will do nothing but "hold the fort" this Winter. Either Mr. PLATT feels that his majority is too slender to be trusted for serious work, or else he thinks the statute book has been brought to a happy state of perfection through his labors in the past.

The Democratic minority will be very stupid if it does not improve the shining hours. The Republican policy of inaction affords a golden opportunity. The Democrats, if they are wise, will originate and press for passage a large number of remedial measures. They may not carry many of these to enactment, but a free discussion of Republican motives and policies will be edifying. We are not sure that the Tammany Government of this city will harbor any resentment against Gov. BLACK and his party for the act which took "the starch" out of the civil service law, but it would be very decent politics to seek its repeal. The sham anti-trust laws which Mr. LEXOW carried through last Winter afford a fine point of attack, also. They were born of hypocrisy and enacted in deceit. In seeking their repeal the Democrats, putting cheap demagogy aside, may bear in mind this safe distinction, that while hoggish combinations that really control the supply of necessary commodities and oppress consumers by extortionate prices may be proper subjects for legislative chastisement and restraint, associations and trusts that cheapen the price of their products to the people through economies in production are not to be classed with the octopus as a public enemy.

The Raines law, however, ought to be the main point of attack. It is a pity there is not a large supply of brains on the Democratic side of the Assembly. If there were one among them who was fittingly equipped in debating power and tactical experience for the Raines law fight, PLATT and his party could be pilloried on that issue. It seems strange that Tammany should not occasionally, say once in three or four years, elect a man of real power to the Legislature. One or two such would be able to make a great deal of honestly earned, party capital for the Democracy this Winter.

If PLATT's seventy-eight Assemblymen are not bound to him with chains of steel it ought not to be a very difficult matter to pass and send to the Senate a radical revision of the Raines law. The vote of the cities at the late election should give the Democrats courage for the attack.

SMITH AND THE GOVERNMENT.

The Bureau of American Republics may not be chargeable with all the sins its accusers allege against it, but its "commercial directory" enterprise has too much the color of a private speculation carried on with the aid and authority of the Government of the United States.

The circular soliciting subscriptions to the work at $5 each issues from the "Bureau of American Republics," and is signed "JOSHEPH P. SMITH, Director." But it informs those who read it that "We have computed and are now publicly," etc. Who is "we"?

It would appear from the circular that it is SMITH and his associates in their private capacity. The blank order inclosed for the subscriber to fill out reads: "You are hereby authorized to include the name of the firm in the International Commercial Directory of the American Republics, * * * and inclosed we hand you draft payable to your order," etc. The words "you" and "your order" can refer only to "JOSHEPH P. SMITH, Director, Washington, D. C.," whose name is printed prominently at the head of the order.

But the envelope inclosed, in which subscribers are expected to return their orders, is a penalty envelope. In place of a postage stamp it bears the legend "Official business; penalty for private use, $300." The envelope is addressed, however, to SMITH as Director of the Bureau of American Republics.

This is a little too ambiguous to be permitted. The literature SMITH sends out clearly indicates to its recipient that the Directory is a private business speculation of his own. The use of the penalty envelope indicates that it is a Government affair. This is, in fact, the case. Though payable to SMITH's order, the drafts go into the Treasury, which pays for the Directory and takes the proceeds. That being the case, the Director of the bureau ought not to be allowed to conduct the business as if it were his own. "We" is distinctly not good usage for a department or bureau of the Federal Government.

GOLD AND GREENBACKS.

To the Editor of The New York Times:

In your issue of the 25th inst. you say, "meanwhile the President has a plan, and a simple one. It is to repeal so much of the act of May 31, 1878, as requires that United States legal-tender notes redeemed or received into the Treasury shall be paid out again and be kept in circulation, and to add a single provision that redeemed notes shall not be paid out except in exchange for gold," and you comment favorably upon this suggestion. Will you tell your readers what good can come of paying out redeemed legal tenders in exchange for gold? The great mischief of our present system is the existence of legal tender paper money for which the Federal Government is at all times responsible on demand, and this mischief can be permanently cured by the repeal of the reissuing power so far as it relates to redeemed notes, which I take to mean notes for which gold is paid by the Government, and not those which find their way into the Treasury in payment of duties and internal revenue taxes. When banks are short of gold and the Government has a surplus, it would seem entirely judicious that the Government should make the most of that situation and pay off as many of its demand obligations as it could get hold of, and the banks could not complain so long as they can supply themselves with bank-note currency to any extent which their capital entitles them. But it is difficult to understand how the reverse of this process can be wise or prudent or necessary.

Repeal the reissuing clause of the act of 1878 by all means, and rest there on that branch of the case. The banks will take precious good care not to let the greenbacks reach the Treasury in any considerable amount for redemption. They can make better use of them. But do not spoil a good purpose by making a resurrection law for a dead and buried and redeemed rag baby.

BENJAMIN C. POTTS,
Media, Penn., Nov. 27, 1897.

Our correspondent, we think, misunderstands our statement of the plan reported to be entertained by the President. Mr. MCKINLEY's plan does not propose "the repeal of the reissuing power so far as it relates to redeemed notes"; it proposes only the repeal of the requirement to reissue. The power to reissue would remain as it was exercised by Secretary RICHARDSON in 1873, with reference to the notes retired under Secretary MCCULLOUGH, and as it has since been recognized by the Supreme Court. This power remaining, the President proposes to limit its exercise to the reissue of the notes in exchange for gold. In our judgment, this would very greatly strengthen the currency and firmly establish it in public confidence.

TUBERCULOSIS.

One brief passage in the report on pulmonary tuberculosis presented to Mayor STRONG on Saturday gives evidence that the Board of Health has approached this grave problem in the proper spirit:

"Where premises which have been occupied by consumptives have been vacated by death or removal and the conditions seemed to require it, these premises have been placarded to prevent reoccupation, and orders have been issued upon the owners requiring their renovation."

The foundation principle of efficient sanitation is the subordination of property rights to the right to life and health.

The Board of Health placards tenements infected with the germs of consumption and prevents the owners from leasing them until the premises have been made pure and safe. It recommends that dairy herds be inspected and all tuberculous animals destroyed. A rigid carrying out of these two precautions would diminish very largely the number of cases of tuberculosis. If, in addition, the pollution of public conveyances by sputa could be prevented, the disease would well-nigh disappear from the city. The Legislature and the State Board of Health ought to give immediate heed to the recommendation about cows supplying milk to cities.

When medical science has discovered that a mortal disease that attacks from thirty to fifty fresh victims daily in this city is communicable and preventable, and when the diligent labors of the Board of Health have resulted in visibly diminishing the mortality from this source, it is of the highest moment that the board have the full support of legislation and of public sentiment.

DEFECTIVE CUBAN AUTONOMY

If autonomy for Cubans means anything it is the power to rule themselves in matters of home concern. The Sagasta plan certainly does not secure this.

The laws are to be made by a Parliament of two chambers, with equal powers. The second chamber consists of thirty-five members, seventeen of whom are appointed by the home Government. With this power in the Parliament there are undefined powers for the Governor General which reduce the lawmaking power to a practical nullity.

In addition the Governor General has the discretionary power to suspend Constitutional guarantees and to declare a state of siege when he thinks circumstances require it.

This, so far as can be gathered from the official report of the scheme, is the home rule offered by the Spanish Government to Cuba. Compare it with the Canadian Constitution, the working of which we can watch across our own border, and it must appear a sham. If it be the best Spain can do, she is very, very far from "pacification" of the island.

Canadian interests and New England interests in the business of railway transportation are not bound together so inseparably that legislative genius cannot dissever them and treat each on its merits—The Sun.

That depends on which party has the quickest and strongest "pull" with legislative genius. The foxy authors of the Canadian goods discriminating Section 22 of the Dingley act are at a serious disadvantage. They cannot play the same game twice—not on the Down Easters. It will not be easy to "slip in" anything on that subject that Speaker REED does not know about.

It is the fate of reformers to be misused. Mr. Mark Twain is no exception. He set out to reform the German language, and he went to Vienna and announced his purpose in public. He announced it in German, too, and presented his own little speech as a sample of what the language would be when he had completed his self-imposed task. Then he ventured to go to the Reichsrath when there was a row "on." He came within range of a Czech Deputy, and the Deputy smote him. The motive is plain. The Czechs hate the German language. They are boycotting the Imperial Government to get rid of it. They hate it as it is and they would hate it a great deal more if reformed, as per sample, by Mr. Mark Twain. This particular Czech saw his opportunity, and it was a rare one. He could not wound or maul the language itself, but he could smash the mouth of the man who loved it well enough to want to reform it, and he did. It was not kind, or legal, but it was intelligible.

TOPICS OF THE TIMES.

—For a wonder, our more or less maritime contemporary Seaboard is clamoring for the repeal of a law which is one of the many by which the American flag is kept off the ocean. This looks at first sight like inconsistency on Seaboard's part, for that paper believes in nothing if not in the strangulation of America's foreign-carrying trade in what it imagines to be the interest of a few shipbuilders, and therefore it might be expected to approve highly of the statute which prevents the acquisition even of wrecks, if originally made abroad, unless three-fourths of the first cost is expended here for repairs. Seaboard is all right, however. It wants the law repealed because it "has become almost a howling farce," and because it permits "rank and rankling frauds." In other words, the owners of shipyards at Philadelphia, Wilmington, and one or two other places where we still have shipyards, suspect the purchasers of wrecks of lying about the amounts of money spent in refitting, and that in this way the beautiful system which has protected to death our deep-sea trade has occasionally been dodged. Nobody who realizes the natural and inveterate wickedness of every man who seeks to buy or sell goods in other than home markets can doubt this accusation for a moment. As Seaboard says, "it is high time there was a halt." But why didn't it change "halt" to "halter." Only a few hangings are needed to settle what little is left of the whole matter.

—So remarkably un-American is the position recently taken by the St. Louis Board of Education that it seems to deserve further attention. The city is one whose population includes a large number of foreign-born citizens, and naturally the racial prejudices and hostilities of the parents survive or develop, more or less, in the children, but the local Board of Education, instead of doing its duty, and using every effort to extinguish these dangerous feelings, has deliberately cultivated them by setting apart one school for pupils of this blood, one for those of that, until now the evil system seems to be firmly established. At any rate, when some wise person proposed last week to do away with these distinctions, the members of the board began to talk about the "personal encounters" that would be the consequence of a change. It is very possible, thanks to past folly, that there would be such encounters at first, but are not the teachers of St. Louis competent to keep peace among their charges? If the teachers cannot do it, the police might be called in. If the task proved to be too severe for them, the services of the National Guard of Missouri are available, and as a last desperate resort the United States Army could be brought into action. In some way or another the urchins could be held in check, and then only could their education begin. What they have learned hitherto doesn't count, or, rather, it counts among the things that must be unlearned. Trouble was anticipated, we believe, between the German and the Irish boys of the city, but the particular races concerned make no difference in the proper course to pursue. The public schools of this country should not, and except in St. Louis, so far as we know, do not, recognize differences of blood or creed among white children. The very idea of such a thing shakes the Republic.

PERSONAL.

—Thoughtless persons will be inclined to smile at the news from Washington that certain statesmen there fear disastrous consequences of a political sort if President MCKINLEY permits a gold statue of himself to be made for exhibition in Paris. Really, however, the matter is very serious, and the apprehensions of the statesmen are fully justified. Such an effigy would offend many people. To speak about the least important of them first, there are the artists, who are sure to object that the idea of asking admiration for a statue because it is of expensive material is a bit too Chicagoesque to be subjected to foreign criticism. Excellent as the work might be, nothing would be noticed by the jealous Parisians except its smelting value, and it would be just like them to make jeering remarks on the "Americanism" of the display. That is enough to condemn the project, even if the very thought of a solid gold President would not inflict keen torture on many a patriotic heart. What would be Senator WOLCOTT's feelings, for instance, if in one of the very capitals where he labored for silver this yellow and abhorrent form should typify contradiction of the statements he made about our financial desires? Others who would suffer, and a good many thousand others, might easily be named. That the President is a gold man is all that they can bear.

—In the course of an article on American newspapers, contributed to the current number of The Cosmopolitan by Prof. H. T. PECK, one charge against our journals is brought that is as much in need of modification as are any of the stock accusations whose material inaccuracy the author so ably shows. The professor asserts that too large a proportion of the news published in even the best of our papers is of merely local and momentary interest, and that this is because the editors lack a due sense of proportion. He would have us, apparently, publish nothing except matters of world-wide, or at least of United States-wide, moment. It is quite true that trivialities sometimes, even often, to be quite frank, occupy too much space in American papers, as in those of every other country, but this is not because the subjects treated are only of local and momentary interest. News may be of that quality and still be far from trivial. The immediate and practical importance of events does, as a matter of fact, depend for all of us, in very great measure, upon the time when and the place where they happen. If a cow breaks into a man's own garden he is impelled, and quite properly, to energetic and immediate action, while the death of his great-grandfather in the battle of Bunker Hill does not excite him at all. So a sudden rise of ten feet above ordinary high-water mark would get, as it would deserve, more space in the New York papers if it was the Hudson River that rose than if it was the Yukon or the Ganges. The doings of the distant rivers might receive attention in time, but those of our own would insist on getting it at once, simply because they would affect the immediate interests of those for whose use, primarily, the New York papers are made. It is not the first duty of a daily newspaper to be a history or to serve the ends served by quarterly, monthly, or weekly magazines. Its purpose is to keep its readers informed on the matters in which they have an immediate legitimate interest. And its readers—all of them, practically, though far from literally—live within a few miles of the publication office. So, of course, its news is largely local; otherwise it would not be a "journal" at all.

—HENRY ARTHUR JONES, the English dramatist, said things at Toynbee Hall the other night. Here are some of the queerer things he said: "I have been watching real life for more than thirty years, and it has never offered me any one single scene that could be put on the stage. The drama can never be like real life, chiefly because the playwright has to concentrate all his action within the merest fraction of the time that would be taken in real life, and because he has to concentrate all his action in a few small definite stationary scenes. The necessity of thus concentrating his action brings him every moment into contact with the thousand inessential facts and worthless trivialities which are the adjuncts of real life everywhere and at all times. There is no way of representing these trivialities on the stage; they have no place there; they merely bore the spectator and take away the time and patience which he is ready to give to weightier matters. Notwithstanding the impossibilities for the dramatist to imitate real life, he should, of course, give an illusion of real life, and the art of creating this illusion is the art of the dramatist." They are fairly true things as well as queer.

CURRENT NOTES.

Boston investors are to receive $5,161,923 as semi-annual dividends and interest money in December, against $5,404,070 in June last.

* * *

The Town of Muskegon, Mich., rejoices in the possession of an uncommonly liberal citizen, Mr. Charles H. Hackley, who has in all given to it a half million of dollars for public purposes.

* * *

The Governor of Connecticut does not have the power to pardon or to commute punishment of criminals, the State Board of Pardons of five members having sole jurisdiction in such cases.

* * *

Rumors come from Minnesota that Ignatius Donnelly is emerging once more and that his objective point is again a seat in the United States Senate as the representative of the silver fusionists of the State.

* * *

Assistant Superintendent Loring W. Parker of the Utica steam cotton mill is to retire from it on the first of January after a service of forty years. He was recently offered the position of Superintendent but declined it because of feeble health.

* * *

Roger Smith Howes has been an official of the town of Moscow, Me., for fifty years, and for a long time has been town collector. He makes his rounds on foot though now upward of threescore and ten, and he says he expects to serve the town until he is one hundred.

* * *

The old Betsy Ross house in Philadelphia, where the first American flag is said to have been made, had a narrow escape from destruction by fire on the night before Thanksgiving Day, a fire breaking out in a near-by warehouse and doing $10,000 worth of damage.

* * *

Western Passenger Agents say that the new interchangeable mileage tickets are proving very popular with travelers, but will decrease earnings materially. They were placed on sale Nov. 15, and 25,000 were printed. These were so speedily taken that another lot of 25,000 has been ordered.

* * *

The teachers of the high school and some others of the free schools in Richmond, Va., have agreed to serve without pay for the remainder of the year that the schools may not be prematurely closed because of the failure of the City Council to provide funds for their continuance until the usual time of closing for the Christmas holidays. The need of retrenchment is their own explanation of the niggardliness of the City Council.

* * *

Recent high water in Florida has taken all the hyacinths out of the St. John's River. In the upper portions of the stream the water rose several feet higher than usual and landed hundred of acres of the hyacinths back in the woods, where the receding waters left them to die. This is a great relief to the boatmen, as the earlier months of the Summer found the river so impeded with the plant as to form a practical barrier to commerce for days at a time.

RAILROAD DISCRIMINATION AGAINST NEW YORK.

[Communicated.]

The hearing of the complaint of the New York Produce Exchange before the Interstate Commerce Commission brought out some important facts in regard to railroad discrimination against New York which have a direct bearing on the question raised by Gov. Black in his speech at the Chamber of Commerce dinner. According to the testimony of Mr. Blanchard at that hearing, the purpose of the railroad differentials complained of is to make the through rates from the producing regions of the West to the consuming markets of Europe the same via all seaboard ports. If the through rates are the same, the buyer and seller are free to determine the route; the Joint Traffic Association does not consider the various seaports, but merely the through rate. This sounds very well as a working formula, but it is a good deal less exact than when it was first stated some fifteen years ago. A reference to the report made in 1882 by the Advisory Committee on Differential Rates between the West and the seaboard will show that the differentials were supposed to find their reason in what is called "competitive forces." In 1869, the difference in favor of Baltimore in the rates for the transportation of grain was 10 cents per 100 pounds, but out of the effort to maintain this difference there came a war of rates which resulted in its reduction to 5 cents per 100 pounds. This latter difference was adhered to until 1876, when an agreement was entered into by the trunk line roads under which the rates were based on relative distances. At the end of a month and a half, however, the New York roads withdrew from this agreement, and there followed another war of rates, ending, after a long struggle, in the establishment of the differentials which are slowly undermining the commercial supremacy of New York.

The argument in favor of these differentials has always been that if the ocean rates are greater from, say, Baltimore to foreign ports than from New York to the same ports, the inland rates to Baltimore must necessarily be lower, or Baltimore will be excluded from the trade. But it happens that while it was a fact that, during the year 1881, the ocean rates from Baltimore to Liverpool averaged nearly 3 cents per 100 pounds greater than from New York, and from Philadelphia nearly 2 cents greater, no such condition exists to-day. According to the testimony of the agent of one of the largest grain-exporting firms, freights from Baltimore, Norfolk, and Newport News have lately averaged 3 cents less than from New York. Not only, therefore, has the reason for maintaining the differentials disappeared, but, if Mr. Blanchard's rule is to be pushed to its logical conclusion, they ought to be revised so as to discriminate against the outports and in favor of New York. According to Mr. Blanchard, the rates from the grain-producing sections of the Southwest to Gulf ports are about one-half what they are by Joint Traffic lines to Atlantic ports. As Mr. Engs testified that the cost of shipping grain via the Gulf ports had been as much as 4 cents less than the cost at New York, the fallacy of all previously formed conclusions on this subject becomes still more apparent.

Tested by existing conditions, the following grave conclusion of the Advisory Committee on Differential Rates sounds decidedly obsolete. "If, therefore, the railroads to Baltimore and Philadelphia were to charge for the inland carriage the same that is charged to New York, they must do so with the certain result of losing their present participation in the export trade. They must, therefore, of necessity make their average inland rates at least as much lower as the inland rates to New York will offset the difference in the ocean rates." This is the principle which the railroads act upon to-day, in spite of the demonstration that its application has steadily sapped the export trade of New York and built up that of its rivals. The root of the trouble seems to be that most of the trunk railroads have had a direct interest in the increase of the trade of the outports, and none at all in either retaining or increasing New York's share of the general freight movement from the interior to the markets of Europe. There is something humorous in the use of the phrase "competitive forces" in this connection, for from first to last, the railroad programme has been to rob New York of the benefit of its natural and acquired advantages, and to secure for other ports advantages at its expense. How successfully this has been done may be inferred from the fact that the ocean rates in favor of New York have not only disappeared, but that such difference as exists in these, is, pretty uniformly, to the advantage of its rivals.

NEW YORKER.

RAPID TRANSIT FOR NEW YORK.

To the Editor of The New York Times:

It has rarely been my experience to find as many misstatements as are contained in the letter relating to transit, signed "C." which appeared in your editorial columns to-day. He says, for instance, that he is "personally familiar with the system as operated in London" and "therefore qualified to speak on the subject." This very statement shows him to be ignorant of "the subject," because, instead of there being a "system" in London, there are two. He is probably one of the chuckleheaded persons who have appeared in print from time to time during the rapid transit discussions of the past dozen years and who have insisted that the only kind of underground railways are the antiquated ones in which the cars are driven by locomotives that burn soft coal. He has evidently never heard of the City and South London Railway, which operates in a deep tunnel underground and which has been so successful—although only intended as an experiment—that one great one on similar lines is now building in London and several more will soon be begun.

Then, too, "C.'s" belief as to what the overhead railroad can be made to do was thoroughly exploded in the early stages of the investigation by the Rapid Transit Commissioners. The elevated railway management have submitted a number of propositions as to what they can or will do. Every one of them involves the stealing of public park property and the construction of such spurs across town as would forever bar a viaduct road. These spurs, moreover, would simply result in clogging up the main lines and make travel still more unpleasant than it is. As a matter of fact, the elevated railways are now carrying more passengers and are using heavier engines than they were ever designed for. They were outgrown in a dozen years.

When "C." states that the city has done "absolutely nothing" toward investigating the overhead system, he says what is grotesquely untrue. The columns of THE NEW YORK TIMES during the past twenty-two years give abundant evidence to the contrary, as do also the half dozen reports and investigations on this rapid transit subject during the past ten years.

Finally, "C." says: "I agree with The Brooklyn Eagle," &c. This reminds one of the story of the bunko steerer who accosted his would-be victim with the remark, "This is Mr. Smith of Jayville, I believe?" and was met with the retort, "If you believe that you are ready to believe almost anything." Any one who will agree with The Brooklyn Eagle will agree with anything. All "C." shows is that he is not a New Yorker, but one of those whom The Brooklyn Eagle's meanderings have misled into thinking that New York has not money enough to pay Brooklyn's deficit and to build a rapid transit road. Before rushing further into print he had better read carefully a New York newspaper—say, one as carefully compiled as THE NEW YORK TIMES—and become posted on facts.

New York, Nov. 28, 1897. X.

NUGGETS.

Still Thrifty.

Another man in Chicago has discovered how to manufacture gold, but it has been noticed that when he has a dime with a hole in it he still puts it in the collection plate at church on Sundays.—Philadelphia Inquirer.

The Measure.

He—The sum of woman's happiness may be put into three words—"I love you."

She—And the sum of man's happiness may also be expressed in three words—"Pay to bearer."—Chicago News.

Usually.

"My wife and I have our little quarrels once in a while," said the man who lives with others, in the Pasteboard Flats, "but they are all over in a few minutes."

"I presume you mean all over the house?" said the other man, who had had some experience in flat life.—Indianapolis Journal.

An Urgent Case.

Tramp—Please, mum, can't you help a poor man wid a large family, mum? Me wife an' children are starvin', mum.

Benevolent Lady—Good gracious! I'll go see them at once.

Tramp—If y'd please give me 10 cents, mum, I'd—"

Benevolent Lady—Take me to them, quickly. There is not a minute to lose. My! my! Where are they?

Tramp—Please, mum, it's too far to walk. They're—they're in the old country, mum.—New York Weekly.

PIPER FINDLATER.

From The Chicago Record.

Every man who has a pencil and the muscle
force to use it,
Every man from San Francisco round the
world and back again,
Sees a chance to "rhyme heroic" and determines not to lose it,
So he grapples with the muses for applause
from other men;
His geography is hazy and his knowledge
might be riper
Of the actual circumstances; still he pours
his fury forth
In a hot and hearty ballad dedicated to the
piper
Who played music of "the Cock" which
emanated from "the North."

In a thousand kinds of meter and in multiplex formation
Will the valor of that Scotchman be proclaimed to all who read
For a month at least. We'll face a versified conglomeration
Of courageous references to all soldiermen who bleed.
For a month we'll read the lyric laudings of the slashed recruity;
We'll be met by countless columns of apostrophe and ode
That give vent to admiration for the man who does his duty
In the strictest of observance of the true heroic code.

For at least a month the rhymers of the universe will revel
In "the swishing of the sabre" and "the rattle of the shot";
"Burning hill" and "bloody level" will supply a rhyme for "devil,"
And will lend a local color to the battle that was fought.
Oh, it's coming. Yes, it's coming. The initial hieroglyphic
Of the foremost punctual poet of the valor-praising mob
Has been scribbled. I myself will have to grind a most terrific
Verse about the nervy Scotchman if I want to hold my job.

DREYFUS CASE SENSATION

The Figaro Publishes Incriminating Letters Alleged to be from Count Esterhazy.

PELLIEUX TO MAKE INQUIRY

The Accused Officer Says the Documents Were Forged by the Friends of Dreyfus—Le Jour Doubts Their Authenticity.

PARIS, Nov. 28.—The Figaro has caused a sensation to-day in connection with the Dreyfus affair by publishing several letters purporting to be written by Count Ferdinand Walsin Esterhazy, who has been accused by M. Scheurer-Kestner, one of the Vice Presidents of the Senate, of being the author of the unsigned letter which led to the condemnation of Dreyfus.

In one of them, after expressing his intention to enter the Turkish service, Count Esterhazy is represented as saying, "I shall not leave without having played a trick of my own on those amiable Frenchmen."

Other passages illustrating the character of the letters follow: "Our cowardly and ignarant great chiefs will go once more to people German prisons."

"I should be perfectly happy if I were told I was to be killed to-morrow as a Captain of Uhlans sabring Frenchmen."

"I am capable of great things or crimes, if that could avenge me. I would not harm a little dog, but I would have a hundred thousand Frenchmen killed with pleasure."

Esterhazy proceeds to say that "Frenchmen are not worthy of the cartridges intended to kill them," and he conjures up a "dream of festivity" in the shape of the pillage of Paris by a hundred thousand drunken soldiers.

In a letter referring to an actress Count Esterhazy is represented as writing:

"I am quite at the mercy of this drolesse (contemptible creature) if I make the slightest mistake toward her. I wish I was in Siam and could make her follow me there. One of my Spahis's muskets going off, as if by chance, would cure her forever."

Interviewed by reporters to-day as to the publications in The Figaro of letters purporting to be of his authorship, Count Esterhazy displayed great indignation and declared that they were forged by the friends of Dreyfus, who, he said, had taken words and sentences from his letters and pieced them together by a process with which he was accustomed. He said also that he had been warned some days back that such a publication would be made.

Le Jour doubts the authenticity of the letters. Shortly after The Figaro appeared Count Esterhazy visited Gen. Pellieux, who was appointed by Gen. Saussier, the Military Governor of Paris, to conduct the investigation of the charges which have been brought against him, and protested against what he alleges is a "fresh calumny."

A semi-official note to-night says that Gen. Pellieux's investigation was almost finished, but that he will now examine into the authenticity of these letters; that he will act with absolute impartiality, and see to it that satisfaction is given to the honor of the army, to justice, and to truth.

Gen. Pellieux this afternoon interrogated Col. Picquart, who was summoned from Tunis in connection with the Dreyfus affair and whose statements were reported to be the basis of the accusations originally brought against Count Esterhazy.

UNITED STATES SHIELDS HAITI.

Ambassador White Told to Give Warning Against Annexation Schemes or Undue Punishment.

BERLIN, Nov. 28.—The State Department at Washington has requested United States Ambassador White to ascertain exactly the intentions of Germany with respect to the claims of Herr Lueders, whose recent imprisonment in Haiti has caused friction between the German and Haitien Governments.

Mr. White has also been instructed, if any schemes of annexation exist, or if there is an intention to make an excessive demonstration with a view of unduly punishing Haiti, to intimate to the German Government that the United States could not tolerate either of the courses before mentioned, though in principle having no objection to Germany obtaining satisfaction.

FATAL RIOT IN MONTEVIDEO.

Several Persons Killed in a Tumult Over the Presidential Contest.

MONTEVIDEO, Nov. 28.—A large meeting of native Uruguayans and foreigners was held here to-day in favor of the candidacy of Señor Cuestas for the Presidency. His opponents interfered, and a great tumult ensued, in which several were killed and many injured.

GERMANY'S NEED OF WARSHIPS.

The Reichsanzeiger Publishes a List of New Vessels Required.

BERLIN, Nov. 28.—The Reichsanzeiger, in a communication setting forth the motives which actuate the Government in its intention to present a naval bill at the opening of the Reichstag this week, points out that the naval interests of the Empire abroad require for their adequate protection two large cruisers for Eastern Asia, one large cruiser for Central America and South America, three small cruisers for Eastern Asia, three small cruisers for Central America and South America, two for East Africa, two for the South Seas, two gunboats for Eastern Asia, two for West Africa, and one guardship for Constantinople.

The chief feature of the Naval bill is its apologetic character, and the press comments hardly promise it a safe passage through the Reichstag.

BARON MOUNT STEPHEN WEDS.

Canadian Financier United to Miss Tufnell in England.

LONDON, Nov. 28.—At the Church of St. Margaret, Westminster, yesterday Baron Mount Stephen was married to Miss Glan Tufnell, daughter of the late Commander R. G. Tufnell, R. N. The ceremony had been fixed for an earlier date, but was postponed on account of the death of the Duchess of Teck. Four children acted as bridesmaids. Although many relatives and friends of the parties were present, the ceremony was not marked by any special display, out of respect to the memory of the Duchess, to whom Miss Tufnell had been lady in waiting.

Lord and Lady Mount Stephen have gone to Paris on their honeymoon. Lord Wolseley, the Commander in Chief, was present at the ceremony. Wedding gifts were received from the Prince of Wales, the Duke and Duchess of Connaught, the Duke and Duchess of York, and other members of the royal family.

The bride is a great favorite among the members of the royal family. She is in her thirtieth year. Baron Mount Stephen is in his sixty-ninth year, having been born June 5, 1829. He is the son of William Stephen of Montreal and formerly of Dufftown, Scotland. In 1850 he married Miss Charlotte Anne Kane, daughter of Benjamin Kane. She died last year.

In 1850 the bridegroom of to-day went to Canada, where he became Director, Vice President, and President of the Bank of Montreal; President of the St. Paul and Manitoba Railway, and finally Preisdent of the Canadian Pacific Railway Company. He was created a Baronet in 1886, and Baron Mount Stephen of Mount Stephen, British Columbia, Canada, and Dufftown, (Peerage of the United Kingdom,) in 1891.

New Russian Minister to China.

ST. PETERSBURG, Nov. 28.—M. Schpeyer, Russian Chargé d'Affaires and Consul General in Korea, has been appointed Russian Minister to China, succeeding Count Cassini, the new Russian Minister to the United States.

Mr. Gladstone Arrives at Cannes.

LONDON, Nov. 28.—The Right Hon. William E. Gladstone and Mrs. Gladstone arrived to-day at Cannes, France, where they are the guests of Lord Stuart Rendel.

RUSSIAN POWDER FOR PERSIA.

A Suggestion that the Ammunition Is for the Afridis.

LONDON, Nov. 28.—Eight barges loaded with cases of gunpowder, falsely labeled "arms," have been seized by the customs officers in the Thames.

They emanated from Russia, and were about to be transferred to the steamer Baluchistan for Persia. It is suggested that the ammunition was destined for the Afridis.

GALE ON THE BRITISH COAST.

Small Craft Sunk at Their Moorings at Holyhead and Liverpool.

LONDON, Nov. 28.—A heavy northwest gale, with terrific hail squalls, has done much damage at Holyhead and near Liverpool. Many yachts and small craft have been sunk at their moorings and some buildings have been injured.

At Holyhead tugs and a lifeboat rescued with great difficulty the crew of the Nova Scotian bark Alert, which was in danger of running on the rocks.

The wreck of Lord Nelson's old flagship, the Foudroyant, supposed to be firmly imbedded off Blackpool, has been dashed to pieces. The gale has been felt generally along the English coast, but only a few casualties are reported from the English Channel.

KHEDIVE HAS A DAUGHTER.

Second Child Born to Egypt's Ruler in a Few Years.

CAIRO, Nov. 28.—The Khedivah has given birth to a daughter.

The Khedivah, prior to her espousal by the Khedive on Feb. 19, 1895, was the favorite slave in the harem and known as Lady Ikbul Hanum. She is about twenty-six years old, and, therefore, about four years older than the Khedive. This daughter is the second she has borne.

Almost immediately after the birth of the first Abbas Hilmi signed a marriage contract with her in the presence of the Egyptian Ministers, that act constituting a marriage to a slave, and there being no public ceremony. It was expected, even in native circles, that he would follow the European custom in espousing her, but there were complicated questions of Egyptian law involved.

BARGE AND SCHOONER SUNK.

Collision Saturday Night Seven Miles East of Watch Hill—Two Men Go Down with the Barge.

PROVIDENCE, Nov. 28.—The barge J. S. Silliman, loaded with 470 tons of coal, for Fall River, was run into by the schooner Lottie, Capt. John Brown, from Thomaston for New York, with a cargo of 3,000 barrels of lime, just before midnight Saturday night, and both craft sank almost immediately.

Capt. Alfred D. Pendleton and Nicholas Craylick, aboard the Silliman, went down with the barge.

The schooner's crew of five men had time to get into their yawl and were taken aboard the tug Gertrude, that had the barge in tow.

The collision occurred seven miles east of Watch Hill.

THE SUNDAY CONCERT.

First Entertainment of a New Series at the Metropolitan.

The first of a series of Sunday night concerts, to last through the season, was given at the Metropolitan Opera House last night. It was a virtuoso concert pure and simple, the orchestra under Anton Seidl being an inconspicuous figure. The audience was there to applaud the virtuosi and to get encores. Mr. Seidl indicated his opinion of the artistic value of the proceedings by opening the concert with Rossini's "William Tell" overture. Mr. Seidl has as high an opinion of that work as a Boston man has of an English oyster. The solo performers last night were Ysaye, the violinist; Pugno, pianist; Pol Plançon, the basso, and Luta von Cortlandt, soprano. The latter came first on the programme. She appeared to be an amateur who had never before sung in public, and her entrance among such august company as that of last evening was something of a mystery. She sang the grand aria from Gounod's "Reine de Saba" in a manner which the audience received with audible smiles. She will probably not be heard again.

M. Plançon was easily the favorite of the evening in the minds of the auditors. He sang two of his familiar programme numbers, and three encore selections—"Les Rameaux," "Die Beiden Grenadiere," and mirabile dictu, a new one, which no one recognized. If M. Plançon increases his répertoire he will puzzle the encore demanders. He was not in good voice last night and sang with evident effort. But the audience liked him just as well as if his work had been easy to him. M. Ysaye played Vieuxtemps's "Fantasia Appassionata" as his first number, and when the audience insisted on his giving them another piece, he looked stern and played part of a Bach sonata for violin unaccompanied. Then they let him alone. He was heard again in lighter numbers later in the evening.

M. Pugno's principal number was the G minor concerto of Mendelssohn, which he played with overdrawn contrasts of touch, his forte being hard as rock and his piano extremely delicate. Of course he had to give an encore. His second number was a Liszt rhapsody, which he muddled. For an encore he played a Chopin waltz altogether too fast and in a very unclear style. M. Pugno is evidently given to hastening his tempi. As if one Listz rhapsody in an evening was not enough, the orchestra wound up the concert with the third of the series. It was an evening of scintillating musical fireworks. There will be others.

CITY ELECTION IN AUGUSTA, GA.

One of the Candidates Hires 1,175 Negroes to Work Election Day.

AUGUSTA, Ga., Nov. 28.—The hottest municipal campaign ever conducted in this city came to a close to-night. The Mayoralty of Augusta is involved the outcome, and the three candidates for that office are ex-United States Senator Patrick Walsh, W. M. Dunbar, who is now the Postmaster here, and Daniel E. Kerr, a wealthy merchant. The issues involved are both local and National, and involve such side issues as the American Protective Association and the dispensary question.

The voting population of Augusta, as at present registered, is 4,505 white and 3,972 negroes. The position of the negroes in the campaign has been a matter of much speculation.

To-day the committee in charge of one of the candidates openly engaged 1,175 negroes to work election day at the rate of $2 each. The negroes are hired to build a short extension of the Georgia Railroad to the city gas works. The necessity of such a road never before was asserted, and it is doubtful that it ever will be built.

All of the negroes are to have the privilege of voting next Tuesday before they go to work on the new enterprise.

DIED OF A FRACTURED SKULL.

Two Men Arrested in Connection with Michael McDonald's Death.

John Clancy or 18 Leroy Street, and James J. Burke of 34 Downing Street, were arrested yesterday on suspicion in connection with the case of Michael McDonald of 482 West Broadway, who died of a fractured skull in the home of Mrs. Bertha Kogel, at 18 Clark Street.

According to the story told by the prisoners, they and McDonald were drinking together on Saturday, and about 2 o'clock yesterday morning, McDonald said he would spend the remainder of the night at Mrs. Kogel's house, instead of going to his own home. They accompanied him, and when they reached the place McDonald, in looking upward to read the number over the door, fell backward and could not get up. His companions then carried him to Mrs. Kogel's, on the second story, placed him on the floor in one of the rooms, put a pillow under his head and left him.

At 8 o'clock in the morning Mrs. Kogel found McDonald breathing heavily. She made an effort to arouse him, but failed, and he died before Dr. Arnold Burkelman of 3 Charlton Street, who had been summoned, could arrive. Dr. Burkelman found that the clothing of the dead man was much torn, and in places almost stripped from his body. This, the prisoners explained, was done by them while carrying him up stairs.

QUIGG ON REORGANIZATION

He Says that the Republican Leaders Are Now Ready for an Entire Re-enrollment.

HARMONY AT ALMOST ANY COST

Only Pleads that the Majority Shall Rule—Election District Plan Opposed by Many in the County Committee.

After holding several conferences with Senator Platt, the latest one at 5 o'clock yesterday afternoon, County Chairman L. E. Quigg announced that the Republican organization was willing "to have the principle of majority rule tested under the present enrollment or under an entirely new enrollment." He also announced that the organization would consider any proposition of reorganization that might be submitted. Chairman Quigg said:

"So much has been said about reconstituting the Republican organization as to make it appropriate for some definition of the organization's position in the matter. After conferring with the leaders of the party throughout the city, I think it safe to say that the general sentiment is substantially to this effect:

"If there is anything that can be done to unite the party which consists with the prime American principle of the right of the majority to rule, it ought to be done. We deny the charge that our rolls are padded, and that Republicans who differ with us as to party policy are denied the right to enroll. But, nevertheless, it is generally felt that if a new enrollment will secure peace and harmony it ought to be had, and the organization leaders seem to be generally disposed to support the policy of a new enrollment under any auspices that can be agreed upon as fair and reasonable. All those persons who are clamoring for a new enrollment are already enrolled. They now have the right to participate in our primaries, and nobody proposes to deny their rights or to interfere with their free action at the primary elections. It is not proposed to challenge them on the ground that they voted for another than the Republican candidate for Mayor in the late election. The organization door always has been open; it is open now and will remain open.

Ready to Go Further.

"But if that is not enough, it seems to be the general sentiment of the organization leaders to go further, and to go as far as any sane person can suggest, provided always that he admits the principle of majority rule. We are willing to have the principle tested under any scheme of organization, whether by election districts or by Assembly districts. We are willing to have it tested under the present enrollment or under an entirely new enrollment. We are willing that the new enrollment should be made under any plan and under any auspices that permit the full strength of the Republican Party to be enrolled. But when all this has been done, when the enrollment is had, when the primaries are held, when the conventions have met, and when the new organization has been created, then the majority, whoever compose it, should be permitted to organize the committee without the din of factional protest.

"The organization leaders doubt whether the interests of harmony are to be promoted by any detailed proposition on their part at this time. But they will gladly consider any suggestions that may be submitted on the part of those who are in opposition. It must be conceded by all Republicans who sincerely desire Republican success that there is not room in New York City for two Republican organizations, and the leaders of the existing organization, while they cannot for one moment admit the allegations, out of which proceed the clamor for a new order of things, are, nevertheless, resolved that the responsibility shall not rest upon them for further discord and actual division. If a similar spirit prevails among those who are in opposition there can be no difficulty in bringing about a complete union."

Demands That Had to be Heeded.

The organization managers, it is said, came to the conclusion on Saturday that the situation was such that they must meet the demand for reorganization or be defeated in the election next November. This demand, it is asserted, came not alone from the independents, but from many influential leaders in the organization whose wishes could not be ignored.

Postmaster Cornelius Van Cott is one of those who believe that the independents should be reorganized. "I am in favor of reorganization," said Mr. Van Cott, last night, at the Fifth Avenue Hotel. "The election district plan of organization has proved to be a failure. Under such a system we can do nothing. I am in favor of holding a new enrollment and doing everything that can be done to unite the party. We should throw aside the present constitution and by-laws and adopt new ones."

It is reported that some of the Assembly district leaders hold the opinion that the Republican County Committee is too much of a machine to be useful; that some of the leaders complain that Frederick S. Gibbs and one or two others run the affairs of the committee to suit themselves; that the majority of members have no voice in the management of the committee affairs. These dissatisfied committeemen, it is said, find fault that all the honors have been for years divided among a few men, while all the hard work of the campaign has been done by the young men of the party.

It is said to be the belief among the younger element of the party that some man ought to be elected as County Chairman who is representative of no faction, but who has the confidence of Republicans as a party. Some of the complaining leaders assert that Senator Platt should not take such a direct interest in New York City politics as he has done; that he would not presume to interfere in the politics of a country county to the extent that he interferes in local affairs.

Against Election District Plan.

The younger members of the County Committee also acknowledge that the election district system is a complete failure. They say that under it no reforms are possible; that the election district leaders are not directly responsible to any one for their acts; that the party leaders cannot bring them to task for enrollment frauds, and that the Assembly district system or some similar plan of organization ought to be put into operation. They assert that under the Assembly district system the leaders of the election districts, the district Captains, would be directly responsible to the heads of the organization, and that if a man did not properly look after his election district he could be superseded by some one who would.

It is reported that a majority of the County Committee favors a reorganization based on the Assembly district plan.

There is no doubt now, it is said, that the Platt organization will be reorganized. When this will be done is not made known. The primaries on Dec. 14 will be held under the present constitution, and the new County Committee then chosen will be organized in January, 1898. It is said that this committee will institute the new plan of organization.

It is said that some of the district leaders and some who are at present high in authority in the organization do not view with favor the agitation for reorganization. They believe, it is asserted, that if the party is reorganized under a new enrollment and primaries, it will mean their virtual elimination from organization management.

One Plan That Is Offered.

Many plans of reorganization are being discussed. One that will be submitted to the County Committee for its consideration, and which comprehends a State reorganization, is as follows:

That the Chairmen of the County Committees of the State shall issue a general call to all the assembly district associations to meet in convention at a date to be agreed upon for the purpose of reorganization. Each election district shall be represented by five delegates, to be selected by a majority vote of the district each represents.

On the calling of the meeting to order the delegates shall organize by electing a permanent Chairman, Secretary, and Treasurer, and adopting rules and by-laws.

In order to make the selection of officers fair and popular there shall be no restrictions to the placing of names of the delegates in nomination. After a reasonable time for debate the delegates shall proceed to ballot, the candidate with the lowest vote to drop out at the end of each ballot, until the vote becomes virtually unanimous.

The State Committee shall be composed of the Chairman of each County Committee so chosen, they to meet to select a Chairman.

ROLLS SHOWN TO BE FALSE

Republican List in the Twenty-ninth Assembly District Investigated.

A LETTER SENT TO EACH MAN

There Were 3,200 of Them, and 1,200 Were Returned Because the Persons Called For Were Not at the Addresses Given.

The course of the Twenty-ninth District members of the Republican County Committee in deciding to undertake a purging of the district rolls is construed by the anti-machine Republicans, especially in view of Chairman Quigg's announcement last night, as a straw which shows that the political wind is blowing their way. They point to it as the first practical step yet taken in response to the general demand for a revision of the party enrollment, and while they do not admit that such a revision as is proposed will be satisfactory even in the one district, they regard it as a recognition of the justice of the fight they are making.

This action in the Twenty-ninth District is not expected, however, materially to affect the anti-machine fight now being organized, for the reason that it applies to only a single district. In proof of the theory that it will not do so, the fact is recalled that James Yereance, who was present at the meeting of the district delegation to the County Committee Saurday afternoon when the purging process was determined upon, attended that evening a conference of anti-organization Republicans at the Plaza Club.

It was given out by the County Committee members from the Twenty-ninth in explanation of their meeting Saturday, that it was called "to consider the demand of some members that the roll of the organization be purged." It was said yesterday that of the eight members of the delegation present, including Alexander T. Mason, Lloyd Collis, James Yereance, John V. B. Clarkson, Louis Carbani, Walter R. Benjamin, N. A. Ellsberg, and John S. Wise, all with the exception of Mr. Mason, who is the district leader, were in hearty sympathy with the agitation for revising the rolls. Mr. Mason, it is said, while not advocating such a course, considering it unInecessary, did not oppose the proposition. The decision to purge the rolls was unanimous.

There has long been a strong anti-Platt sentiment in the Twenty-ninth district, and the action just taken there is said to have had its origin in a test of the district enrollment, which was made before the recent election. By means which have never been explained, but without the knowledge or consent of Mr. Quigg or the County Committee, a copy of the rolls was procured. A letter was then addressed to every name on the list. Out of a total of some 3,200 letters thus addressed, about 1,200 were returned unclaimed, the men to whom they were sent not being found. The advocates of a new enrollment urged this as proof of the falsity of the present rolls, and it is understood that the list of returned letters will be used in the purging to be undertaken this week.

For this purpose the delegates to the Republican County Committee from the Twenty-ninth District will hold three meetings this week at the headquarters, 808 Lexington Avenue, on Monday, Wednesday, and Friday evenings. The election district leaders will be expected to appear at these meetings and to co-operate in the work of getting all the names off the rolls that do not belong there. According to the party constitution, names cannot be stricken from the rolls without full investigation, and compliance with a certain red-tape programme, such as the sending of two letters to the address given, &c., so the action of the district delegates will be largely in the nature of suggestions to the election district leaders.

The question of whether the movement for the reform of the Republican party in this city started by County Committeeman James Yereance is to absorb the Brookfield-Swayne organization, will probably be decided at a general conference of protesting delegations from eight or ten Assembly districts to be held at the Plaza Republican Club to-night. The offer of the Brookfield people to turn over their machinery and enrollment, which, it is claimed, numbers 20,000, will, it is understood, be considered at this conference, and the decision reached communicated to a meeting of the Republican organization of the City and County of New York at Lyric Hall to-morrow night.

It is deemed certain that, as a result of these two meetings, the form and status of the anti-Platt agitation in this city will be definitely determined and a leader selected. There has been a general turning to Gen. Anson G. McCook for this post, but Gen. McCook says that he cannot accept the place. "I could not take it if it were offered to me," he said.

SOUGHT TO BE COMMITTED.

Andrew Bayard Asked to be Sent to the Almshouse.

Andrew Bayard, forty-three years old, who says he is without home, friends, or the means of support, called at the Lee Avenue Police Station, Williamsburg, yesterday afternoon and asked to be committed to the almshouse.

Bayard told the Sergeant that his father died some years ago and left him a fortune, every dollar of which he spent in foolish living. Of late, he declared, he had been sleeping in hallways.

He was held on a technical charge of vagrancy and will be arraigned in court this morning.

ALL EAGER TO HEAR THORN.

Many Women Want Admission Tickets to the Courtroom.

Martin Thorn and Mrs. Nack spent yesterday in the jail at Long Island City with practically no annoyance from visitors. Thorn was seen by no one except the jail attendants, and Mrs. Nack's only caller was the Rev. Mr. Miles, who talked with her only for a short time.

The fact that Thorn is expected to take the witness stand to-day has caused the court officers to believe that there will be an immense crowd of people clamoring for admission to the Court House. Thorn is expected to admit, if put on the stand, all the facts brought out by the prosecution except that he was in the Woodside cottage when Guldensuppe was killed.

Sheriff Doht has received many applications for tickets of admission to the court room, a large portion of them being from women. Many lawyers have also applied for tickets for the day when the charge to the jury is made. They are anxious to hear Justice Maddox.

Park Policeman Gict Dead.

Albert Gict, a patrolman of the Park Police, who had been on the force since 1889 and during that time detailed in Central Park, died yesterday at his home, 106 West Forty-seventh Street. Gict had been ill for a week, suffering from pneumonia. He was thirty-five years old and unmarried. His brother was Police Sergeant Gict, who died a year ago. The mother of the deceased died a month ago and his brother-in-law also died yesterday.

Car Inspector May Lose His Foot.

John J. Jennings, thirty-four years old, of 1,832 Columbus Avenue, an inspector of the elevated road, in getting off a train yesterday afternoon at the station at One Hundred and Forty-fifth Street and Eighth Avenue, had his right foot caught between the platform and a car and badly crushed. The injured man was taken to Manhattan Hospital, and it is thought his foot will have to be amputated.

Big Lot of Immigrants Arrives.

The Franco-Italian Line steamship Patria, which arrived yesterday, brought 407 Italians, many of whom had gone back to Italy to bring here friends and relatives. The steamships Pennsylvania and Scotia also brought a great many immigrants, and the Barge Office plaza was crowded all the afternoon with friends awaiting their discharge by the immigration officials.

The Coroner Has His Savings.

Louis D. Rotanci, forty-eight years old, a plasterer, living at 414 Seventh Avenue, died suddenly Saturday at his residence of heart disease. He had $180 and two bank books showing to his credit $1,320. The Coroner took possession of his effects.

A DOCTOR, A WOMAN AND A RING

Miss Grant, Charged with Theft, Discharged Because Her Accuser Did Not Appear in Court.

Dr. Ernest Roach has lost a diamond ring which he values at $250, and on Saturday he accused Louisa Grant of having stolen it. She was arrested on Saturday at midnight on the complaint of Dr. Roach. Patrolman T. A. Kelly was passing the residence of Dr. Roach at 407 Lexington Avenue when he saw the doctor and his wife quarreling with a stout, well-dressed woman wearing a heavy veil and much jewelry. Dr. Roach had caught the veiled woman by the arm and she appeared to be struggling to get away from him.

Kelly asked what the trouble was, and Dr. Roach told his story. The doctor said that earlier in the evening he was passing through West Forty-second Street when he met the woman whom he was holding by the arm. She said her name was Louisa Grant. Later Miss Grant met a woman friend of hers, and Dr. Roach invited both of them into the restaurant of the Vanderbilt Hotel, Forty-second Street and Lexington Avenue. They had supper and wine.

During this time Dr. Roach displayed a ring in which were set a diamond and a ruby. The women wanted to examine the ring, and Dr. Roach pulled it from his finger and laid it on the table. As he did so the ruby fell from its setting and the doctor went on his knees to search for the lost gem, which he found. When he arose the ring had disappeared from the table. He accused Miss Grant of taking the ring. Both women stoutly denied that any ring had been placed on the table, and there was so much argument on the subject that all three were ejected from the place.

Then Dr. Roach demanded that the women should accompany him to his home to prove that his ring was not there. Miss Grant consented to accompany the doctor, but the other woman refused. Arrived at his home, Dr. Roach summoned his wife, to whom he told his story, and she demanded that the woman Grant be arrested. It was at this point that the policeman appeared. He took Miss Grant to the East Fifty-first Street Station. She refused to say where she lived. She was consigned to the care of the matron at the East Sixty-seventh Street Station for the night.

Patrolman Kelly took his prisoner to the Yorkville court yesterday morning, but Dr. Roach did not appear, and she was discharged by Magistrate Deuel. The matron, who had searched her at the station, failed to find the missing ring in her possession.

FOUND DEAD IN A SWAMP.

Fate of William Burhath, Clerk in the Capitol Commission Office.

ALBANY, Nov. 29.—William Burhath, a clerk in Capitol Commissioner Perry's office, disappeared a week ago last Friday.

To-day his body was found in a swamp just west of this city. It is supposed he lost his way and wandered into the swamp, fell from exhaustion, and died from the cold and exposure.

When his body was found it was imbedded in ice and frozen solid.

TO SELL A CHAMBER OF COMMERCE.

Big Detroit Building to Go at Auction to Satisfy a Mortgage.

DETROIT, Mich., Nov. 28.—The Detroit Chamber of Commerce Building will be sold next Wednesday under the hammer in default of payment of a first mortgage of $430,000 and interest held by the New York Life Insurance Company.

W. S. Crane, President of the Chamber of Commerce Association, said to-day: "I do not see how the sale can be postponed or avoided. The officers of the association have exhausted every resource to avert this undesirable result, but without avail."

The structure, which is thirteen stories nigh, is fully occupied by tenants, and was recently appraised by experts to be worth $800,000.

SCHMITTBERGER'S DENIAL.

Has Not Persecuted Griffiths, the Captain Says, and Will Continue to Do His Duty.

Police Captain Schmittberger of the West Forty-seventh Street Station had considerable to say last night, about the charges of persecution made against him by H. W. Griffiths, a real estate dealer, who controls a row of houses in Forty-third Street, between Seventh and Eighth Avenues.

Griffiths went to Police Headquarters Saturday night to make charges against Schmittberger, and told that he had been summoned to the West Side Court, but that Magistrate Kudlich had discharged him and had said he was being persecuted. The Captain last night gave out this letter, which he had received during the day from Magistrate Kudlich:

"Capt. Max Schmittberger: I wish to state that when I closed the matter of Mr. Griffiths I did not do so on the grounds elsewhere stated that the police had persecuted him, but, on the contrary, remarked to the attorney for the defendant that the police had done their duty and done it well. My reason for not holding defendant was that he had given up control of the houses, and on the 1st prox. will surrender control of the last house complained of. Furthermore, I felt satisfied that Griffiths had made efforts to keep his houses clean and had caused a number of his tenants to be dispossessed.

"The object of these summons proceedings is to impress landlords with the fact that a violation is being done, and to warn them as to proper future proceedings if the warning be disregarded. Moreover, in future they will not be able to plead ignorance of the character and conduct of their tenants. (Signed) H. C. KUDLICH.

Besides this, Capt. Schmittberger had a lengthy typewritten statement. In this he said that when he took charge of the West Forty-seventh Street Station last June he found the Forty-third Street house controlled by Griffiths, as well as many others, occupied by thieves, women of the people, opium fiends, and other like characters. He decided that the respectable inhabitants of his precinct were entitled to have proper environment, and considered it his duty as a Captain of Police to clean out all houses in which there were wrongdoers.

He went energetically to work. He notified landlords, made many raids and arrests, and the tenants of Griffith's houses suffered with the rest.

Furthermore, the Captain said he intended to keep right on with his crusade against disorderly characters and long-coppers, and that if Mr. Griffiths desired to make complaints against him and to fight him he was at liberty to do so.

Philadelphia Wins at Whist.

PHILADELPHIA, Nov. 28.—The eighth match for the American Whist League trophy, the contestants in which were the Philadelphia and Cincinnati teams, was concluded at a late hour last night.

The home club won by the score of 32 to 17. The teams were: Philadelphia Whist Club (holder)—C. W. Hill, F. P. Magridge, W. H. Watson, and W. C. Work. Cincinnati Whist Club (challenger)—C. Collins, M. T. Watts, H. Van Ness, and Col. William Fletcher.

Canadian Postage Reduced.

TORONTO, Nov. 28.—At a political meeting held in this city last night the Hon. William Patterson, Minister of Customs, said he had been authorized by the Postmaster General of Canada to announce that on and after the 1st of January the rate of postage on letters from Canada to all parts of the British Empire would be three cents for one ounce. At present the rate on letters to Great Britain is five cents per half ounce, and correspondingly higher to other and more distant parts of the empire.

Took Washing Fluid by Mistake.

Henry Berge, thirty-nine years old, of 367 West Nineteenth Street, wanted to take some medicine last night, and, going to a dark closet, reached out. He got, however, a bottle of washing fluid, and taking a good drink yelled for help. He had to be taken to the New York Hospital to be treated.

Boiler Explosion at Pittsburg.

PITTSBURG, Penn., Nov. 28.—One man was killed and five others were injured badly this evening by a boiler explosion at the old Moorhead & McLean Blast Furnace, operated by Laughlin & Co.

Shipping Steel Rails to India.

The British steamship Sahara arrived yesterday from Baltimore to finish loading for Aden, Bombay, and Calcutta. A portion of the cargo taken on at Baltimore consisted of steel rails for use in India.

AN OBJECT LESSON SERMON

Rev. G. H. Denison Illustrated His Remarks on "The Causes that Keep Men Down."

BALLOONS, BOTTLE, SCISSORS

Members of the Church of the Sea and Land Co-operated by Writing Confessions on Slips of Paper.

The Rev. G. H. Denison delivered an object lesson sermon last evening to a large audience in the Church of the Sea and Land, on Henry Street, of which he is pastor. The subject of his sermon was "The Causes That Keep Men Down."

The principal objects employed by Mr. Denison to illustrate the ideas he intended to make clear in his sermon were red and white toy balloons. Before he began he appealed to his audience to assist him. He requested that each man write upon a slip of paper how many times he had lost a job through drink. Thirty-seven acknowledged that drink had caused them to have misunderstandings with their employers, which resulted in a separation.

The bobbing up from behind the pulpit of the first balloon—a white one—created something of a surprise among the congregation. By permitting it to ascend to a certain height the preacher illustrated that many men rose to a certain position in the world, but never got any higher. Something kept them down. That something Mr. Denison kept from view for a time. Finally, however, he revealed the weight at the end of the string to the balloon. It was a pair of handcuffs. The handcuffs were employed to show how a misstep resulting in imprisonment often held men down, how the knowledge of an imprisonment scattered broadcast prevented men from obtaining positions, in fact, was one of the most potent factors in keeping them down.

The Weighty Bottle.

In a like manner the preacher illustrated how drink kept men down by attaching a red balloon to the end of a whisky bottle. This particular illustration Mr. Denison said he did not think required an elaborate description in words—nearly everybody understood what it meant. Liquor, as all knew, and as had been proved by the slips that had been collected, was a great factor in keeping men down.

In order to show that filth was another factor that worked toward the same end, Mr. Denison displayed from behind the pulpit a balloon, which was kept down by a tin can filled with dirt. The preacher elaborated this particular illustration with a story somewhat heroic in character. He related an experience of a preacher of his acquaintance who was called upon to minister to a very sick woman. He found in one corner of the room a pig curled up, and about two inches of dirt on the floor. It happened that the preacher was dressed in his best suit of clothes, but, despite this fact, remarking, "Here it goes!" he knelt down by the side of the sick woman. Mr. Denison, however, was very skeptical as to whether a religious spirit could get into a house in which so much dirt existed.

Scissors Emblem of Sharp Tongues.

A further illustration was that of a pair of scissors fastened to a balloon. The preacher dispelled the wonderment depicted on the faces of the audience by explaining that the scissors represented sharp-tongued persons who were continually cutting into people's feelings.

The living-beyond-one's-means stage, as a cause for keeping men down, was depicted by fastening rings and bills due to the end of a balloon. A miniature cross and a snake were the other objects used for illustration. The cross was pictured to represent troubles and the snake secret sins.

A single balloon was cut loose, and ascended to the ceiling of the church. It was intended to convey the idea that people cut loose from the weight of their faults would ascend to indefinite heights here below and into heaven after death.

Railroad Conductors' New Lodge.

The conductors on the Eastern Divisions of the Lehigh Valley and Baltimore and Ohio Railroads, and those of the Staten Island Rapid Transit Railroad united yesterday in forming Liberty Isle Division, 384, of the Order of Railroad Conductors. The meeting was held in Odd Fellows' Hall, Tottenville. Assistant Grand Chief Conductor C. H. Wilkins of Massachusetts installed these officers: James Gerow, Chief Conductor; F. H. Brandt, Assistant Chief Conductor; James F. Riley, Secretary and Treasurer; T. S. Kane, Senior Conductor; Daniel B. Hayes, Junior Conductor; William Reeves and Harry Williams, Sentinels; William O'Connell, William McAndrews, and L. Chandler, Trustees; James Oliver, J. C. Kadieu, and D. B. Hayes, Division Committee.

Ran Into a Fierce Storm.

The ship Mary L. Cushing arrived yesterday 120 days from Honolulu with sugar. Capt. Pendleton reported that on Sept. 29, in latitude 57 degrees 30 minutes south, longitude 76 degrees west, he encountered a heavy gale from the north northwest to west, lasting sixteen hours. The wind blew with terrific fury for six hours, the vessel lying with her lee rail under water most of the time, and the sea washing over her fore and aft. Two boats were stove, the fore and after houses were flooded, the bulwarks were smashed and other damage done. Saving patched bulwarks the ship looked all right when she reached Quarantine.

London's Meat Supply.

From The London Standard.

During October there were received at the London Central Markets 34,764 tons of meat, as against 34,729 in October, 1896. Of that quantity, 16,289 tons were British killed, 4,686 foreign, 6,690 American, and 7,099 Colonial. At Billingsgate Market, 14,145 tons of fish arrived, as against 13,145 tons in 1896. At the Metropolitan Cattle Market there arrived from the Provinces 9,088 cattle, 47,949 sheep, 68 calves, and 697 pigs. These figures were largely below those of last October. At the Foreign Cattle Market, 10,798 oxen and 1629 sheep from America, 1,692 oxen and 9,543 sheep from South America, and 3,069 oxen and 6,777 sheep from Canada arrived.

H. M. Cornell's Bankruptcy.

From The Pall Mall Gazette.

The case of H. M. Cornell, described as of Southampton Street, Bloomsbury, came on for hearing to-day in the Bankruptcy Court before Mr. Registrar Giffard. The bankrupt stated in reply to the Assistant Receiver that he was an American citizen, and was formerly a partner in a firm of iron manufacturers at New York. His income amounted to about £4,000 a year, and he had also received about £25,000 under the will of his father, who died in 1887. He had been out of business since June, 1892. He estimated that his household and personal expenses since August, 1894, had amounted to upward of £11,000, and he attributed his insolvency to extravagance in living. The examination was concluded. The liabilities were returned at £8,010, and the assets nil.

Camden Minister Resigns.

CAMDEN, N. J., Nov. 28.—The Rev. William Dayton Roberts, pastor of the First Presbyterian Church of this city, to-night announced to his congregation his acceptance of a call extended him by the First Presbyterian Church of Williamsport, Penn.

DEATH LIST OF A DAY.

Roswell Hart Rochester.

Roswell Hart Rochester, Treasurer of the Western Union Telegraph Company, died Saturday night at his home in Englewood, N. J., of heart disease. His death was entirely unexpected. He returned Saturday night from his office in the Western Union Building in New York in apparently good health, and after dinner, at which he seemed in excellent spirits, sat down to read in his library. While sitting there he was stricken, and died within a

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

ATLANTIC TRUST COMPANY,
39 WILLIAM ST., NEW YORK CITY.
Capital and Surplus, $1,500,000.00.
L. V. F. Randolph, Pres. John Alvin Young, Sec.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,250,000.

Washington Trust Company
Stewart Building, 280 Broadway.

Fourth Street National Bank
PHILADELPHIA.
Capital $1,500,000. Surplus $1,175,000.

BANKERS' CARDS.

NORTON & TUNSTALL,
Members of N. Y. Stock Exchange,
WILL REMOVE TO
33 WALL ST., NEW YORK,
ON DEC. 1ST.

GEO. H. PRENTISS & CO.,
DEALERS IN
LOCAL SECURITIES.
27 William St., New York City. 208 Montague St., Brooklyn, N. Y.
Members New York Stock Exchange.

FINANCIAL.

REDEMPTION
OF
General First Mortgage Bonds
OF THE
NORTHERN PACIFIC RAILROAD COMPANY.

Notice is hereby given that Three hundred and ninety-nine (399) of the General First Mortgage Bonds of the Northern Pacific Railroad Company were this day drawn for the Sinking Fund, in accordance with the requirements of Articles Eleven and Twelve of the Trust Mortgage, numbered as follows, viz.:

214	7666	13135	16592	29318	37468	48095
252	7760	13188	16651	29326	37473	48134
292	7765	13208	16652	29337	37578	48409
300	7823	13209	16695	29341	37627	48725
309	8066	13488	16717	29345	37990	48841
386	8104	13582	16744	29350	37992	48915
404	8181	13586	16757	29370	38309	48916
419	8242	13590	16758	29435	38462	48940
550	8295	13604	16791	29472	38931	49000
722	8479	13706	16841	29530	38989	49162
728	8491	13922	16894	29578	39709	49168
3918	8708	14010	16958	30050	39810	49169
3922	8779	14024	17014	30123	41421	49330
3928	8783	14034	17024	30273	41473	49360
3931	8784	14038	17124	30283	41559	49912
4042	8830	14071	17126	30529	41611	49918
4161	8842	14080	17127	30807	41620	49923
4245	9075	14111	17149	30831	41655	49927
5657	9083	14190	17162	30834	42337	49933
5661	9465	14195	17169	30892	42532	50292
5674	9527	14425	17211	31389	42612	50536
5684	10026	14440	17262	31432	43305	50625
5697	10212	14478	17263	31440	43551	50694
5732	10291	14483	17276	31645	43604	51168
5825	10411	14520	17677	32031	43852	51242
5852	10589	14812	17742	32775	44115	51243
5913	10808	14827	17878	32800	44117	51282
5917	11055	14858	17881	33125	44119	51293
5919	11071	14873	17900	33126	44122	51294
5936	11072	14884	18062	33147	44134	51297
5978	11112	15146	18150	33601	44143	51420
6008	11260	15149	18155	33672	44235	51833
6230	11371	15156	18157	33676	44250	51853
6322	11375	15157	18194	33991	44278	51885
6376	11532	15158	18213	34000	44504	51965
6485	11545	15224	18222	34006	44930	52045
6569	11843	15236	20649	34022	44935	52048
6602	12055	15365	20650	34207	44965	52059
6635	12093	15376	20671	34306	45234	52067
6706	12109	15408	20676	34480	45327	52120
6723	12410	15409	20997	34698	45420	52122
6727	12421	15533	21010	34699	45456	52161
6733	12437	15602	21053	34710	45493	52272
6743	12472	15653	21065	34726	45652	52274
6805	12486	15823	21099	34792	45697	52284
6894	12498	15847	21446	34949	46305	52492
6907	12499	15883	21924	34981	46713	52542
6977	12504	15889	28517	35168	46944	52706
7066	12505	15919	28542	35169	47129	52789
7084	12506	15942	28590	35220	47175	52829
7143	12508	16074	28611	35786	47181	52901
7338	12543	16129	28709	36116	47221	52919
7377	12601	16184	28721	36283	47392	53080
7386	12836	16255	28724	36307	47543	53091
7449	12859	16436	28742	36737	47563	53154
7512	12884	16463	28793	36792	47584	53307
7611	13017	16540	28919	36930	47925	53384

All future interest of any of the bonds so designated ceases with the coupons due January 1, 1898, in accordance with the terms of the mortgage.
CENTRAL TRUST COMPANY OF NEW YORK,
Trustee.
By G. SHERMAN,
Vice President.

NEW YORK, NOV. 15, 1897.

We, the undersigned, hereby certify that the Three hundred and ninety-nine (399) Bonds were designated by lot in our presence as above stated.

S. H. CREIGHTON,
With Central Trust Company of New York;
R. L. HALL,
Of the Northern Pacific Railroad Company;
FRANK B. SMIDT,
Notary Public, New York City and County.

CITY OF NEW YORK
3½ Per Cent.
Gold Bonds.

MATURING 1916 TO 1927.

Exempt from Taxation.

FOR SALE BY
Vermilye & Co., Kuhn, Loeb & Co.,
Nassau & Pine Sts. Nos. 27-29 Pine St.

Cincinnati, November 1st, 1897.
THE UNDERSIGNED SINKING FUND COMMISSIONERS, under the C., I., St. L. & C. consolidated 6 per cent. mortgage, hereby certify that we have this day made a drawing of bonds to be applied to Sinking Fund account of November 1, 1897, in accordance with provisions of mortgage, and that bonds bearing numbers as follows, viz.: 337, 471, 177, 221, 650, 297, 375, have been drawn for such purpose and that interest on said bonds shall cease from and after the first day of May, 1898, and the bonds taken up at 105 per cent. and accrued interest to said date.
HERVEY BATES,
GEORGE T. BLISS,
M. E. INGALLS,
Sinking Fund Commissioners.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

BUSINESS OPPORTUNITIES.

A GOOD CHANCE FOR A M. D.—To let, at very low rent, new brick house, 13 rooms, partially furnished, all modern improvements, with barn, stable, and garden attached, and situated in a central locality of a prosperous city which is now a part of the Greater New York, and where a young and energetic medical doctor may assuredly create, within a short time, a very lucrative practice. Address A. B., Box 140, Times Office.

THE FINANCIAL MARKETS

There is likely to be in Wall Street this week more guessing about what Congress will do than consideration given to any other subject. For more than a month past stock market values have been under pressure on account of troublesome things to develop as soon as Congress convenes; and on an average prices have been materially reduced. So far has this agitation been carried, and so much have Congressional possibilities been worried over, that anything which Congress may do is now fairly sure to fall flat. Jingoism has been pretty thoroughly discounted.

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An extended short interest is in the market. Most of the talent of the Stock Exchange is bearish. Practically every little trader in Wall Street is short of stocks to the extent of his credit's capacity.

***

While quotations have been under pressure and declines forced, there really have been no genuinely depressing developments anywhere. Virtually every change in the business world has been a change for the better. There has been nothing logical in the stock market's weakness.

***

But the recessions in market value have not been brought about without the consent—possibly the assistance—of the very strongest financial interests identified with the market's betterment throughout last Summer and the early Fall. It is not difficult to understand why some such interests should desire the reaction which has taken place—not merely that they may have desired to get back advantageously stocks sold in the rapid rises, but they have believed that a substantial setback must result in broadening the market by inducing new interests to enter it.

***

Certain it is that many of these pronounced bulls, recently inconspicuous, are beginning anew to assert themselves; and it is one of their favorite declarations that all the evil which Congress can do has been already fully discounted—that in the very face of Congress the stock market will show buoyancy and activity.

***

Allowing for Thursday's holiday, the transactions in stocks during last week averaged daily about the same as in the preceding week. The total was 816,042, a falling off of 153,949 as compared with the week before. Sugar was the most active stock, the dealings amounting to 115,480, with a net advance in price of 3 per cent. The sharpest gains, however, were in Manhattan and Metropolitan Street Railway, each scoring an advance of 4¾ per cent.

***

Northern Pacific preferred was next to Sugar in point of activity, and made an advance of 3½ per cent. The Grangers were not heavily dealt in, but all ended higher, Burlington selling up 1⅜, Rock Island ⅞, and St. Paul ¾. Consolidated Gas fluctuated widely and closed on Saturday with a loss of 5⅛ per cent.

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The feature of the bond market continued to be the demand for the best class of investment issues, and many of these reached the highest prices of the year. At the close of the week the demand was still urgent, Saturday's half day's total exceeding the full business day preceding.

CONGRESS THE ONLY TROUBLE.

Few of the scares started by Wall Street bears have done duty so long, or perhaps so effectively, as that of the probability of complications with Spain. Even now that the relations between the Governments of the United States and that country appear to be more friendly than ever, and that the McKinley Administration is avowedly opposed to any policy which will endanger the relations existing between this country and the Peninsular Kingdom, the possibility that Congress will disregard all this is being paraded. At no time, however, has this fear been so greatly discounted as at present, when evidences are apparent that the great commercial interests of the Nation will endeavor to have Congress sustain the policy of the Administration. Talking on this and other matters yesterday to a representative of THE NEW YORK TIMES, Mr. Clarence S. Day of the New York Stock Exchange said:

"Prices of stocks have apparently adjusted themselves to the generally existing conditions—railroad earnings, &c. The current market decline represents realizing sales which followed the big advance. Future improvement must depend on what may be developed in coming events. Up to now the market has been held in check by apprehensions of legislation by Congress of a disturbing character.

"Should Congress take no action of the kind that gives ground for these apprehensions, but rather pass a law which will indicate the purpose of maintaining the gold standard, placing themselves on record in this matter, then a fresh impulse would be imparted to all business interests and the continuance of business revival be assured. A demand, foreign and domestic, would then be stimulated for all of our securities.

"The present inaction is due to an indisposition to make ventures owing to uncertainty of Congressional action. The only thing in the situation that is being urged of an adverse nature is of a political character and does not arise from underlying business conditions. Business men want to go ahead and are only restrained by the apprehensions referred to.

"The prosperity experienced by our people during the present year, however, is likely to have a pressure exerted on Congress from all parts of the country that will prevent any jingo legislation, or the doing of anything by that body which will militate against the interests of commerce. When it is urged from all sections that such political action is likely to check the onward course of improvement which has already been felt Congress is not likely to disregard such a strong remonstrance.

"The earnings of the railroads continue to be good, and there is every indication that they will continue so through the Winter. The business factors as a whole are all favorable. The Nebraska decision will shortly loom up again, but it is very improbable that anything will result from that to cause uneasiness in railroad affairs. An absence of jingoism and the appearance of sound money legislation seem to be all that is needed to give us a renewed spell of general business prosperity and a strong and active stock market. And it is more probable that events to come will have a steadying effect rather than otherwise."

PROGRESS IN ALABAMA.

Speaking of the conditions in the State of Alabama, Gov. Johnston takes a roseate view of the future. Business, he says, has been hampered by the low price of cotton, but substantial progress is being made in the industrial development of the State.

"The success of the attempt to make steel in Birmingham promises big things for the State," he continued. "It has been demonstrated that steel can be produced in Alabama at figures that show that such an industry can be made a commercial success. We are now making steel under $12 a ton, and as Alabama is manufacturing iron cheaper than any place in the world, a multiplication of small industries having iron and steel for a basis is sure to follow. There is a steady investment of capital in manufacturing, and most of this is home money, which best indicates the faith of our people in the future of the State. Northern capital finds a welcome in Alabama, and the whole attitude of the people toward corporate interests is fair. Outside capital is encouraged to join with our people in developing the possibilities of the State.

"Alabama has a liberal and progressive policy toward the advancement of education. One-third of the entire receipts from the State taxes are expended in furthering education. We have an agricultural college for each Congressional district, making nine in all. Besides this, we have a State university and an excellent school system in the towns and counties."

HEARD ON THE STREET.

Says Mr. Russell Sage: "Somebody is circulating reports that I am preparing to quit Wall Street. They are humorists. I am good for a dozen or twenty years here yet. Instead of selling out, I have been adding largely this Fall to my holdings of stocks."

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Calvin S. Brice is credited with new and ambitious schemes in gas properties. A syndicate with millions of cash capital is said to have been formed to support some of the proposed enterprises, which include the taking over of a number of properties in important Western cities, and, incidentally, the use of an old New York charter. There is just now a chance for such a move to be interesting.

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Chicago speculators are largely short of stocks. They profess to be much exercised over what dreadful things Congress may do. They play Congress as for years they have been playing Chicago Aldermen.

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George J. Gould is outspokenly bullish now.

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John D. Rockefeller is credited with having added 10,000 shares of Northwest and 10,000 St. Paul to his holdings during the current market reaction.

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The Baltimore and Ohio faction fight has reached a stage of bitterness where it is making classes in Baltimore society.

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A Director of the Boston and Maine Road says "unofficially" that no increased dividend may be expected in that quarter.

***

A bull pool in Pacific Mail has been letting most of its stock go, and distributing for explanation reports that C. P. Huntington had snubbed the heirs of Spite House Richardson into throwing their stock overboard. The truth is that the Richardson heirs—whoever they happen to be—have nothing to do with the Pacific Mail sales. A pool was simply caught overloaded.

***

Much guessing is fashionable as to who may be the customers for whom Frank Savin has been trading in Manhattan. Popular theories have it that the purchases are for parties largely interested in Metropolitan Traction; but there may be a much simpler explanation—it may be that a Standard Oil magnate who doesn't like Messrs. Sage and Gould has been merely covering shorts put out when the stock a couple of months ago was a dozen points higher than it is now.

***

The Chesapeake and Ohio Company is breaking records in charging extensive improvements to operating expenses.

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It looks now as if there would be no assessment at all on the stock of the Union Pacific, Denver and Gulf. On its present thousand miles of road the company is now making large increases in earnings, has paid for important extensions out of current earnings, and has a steadily increasing surplus in its Treasury. This is a unique record for a railroad in a receivership.

CHICAGO'S TAX ON BROKERS.

The brief and argument in the case of C. V. Banta, Jr., versus the City of Chicago have been prepared and filed with the State Supreme Court. This suit was presented as a test case to determine the question whether the City of Chicago has the power to enforce the license ordinance passed by the Council last June against the members of the Stock Exchange and oblige the latter to pay a fee of $25 each per annum as a condition precedent to doing business on the Exchange. An ordinance somewhat similar to the one in question has been in force since 1883, and has been considered in many cases decided by the Supreme Court, but no previous city administration has ever sought to include the members of the Stock Exchange within its provisions. It is of the highest importance to the 445 members of the Exchange that they be relieved from the vexatious litigation which would grow out of arrests consequent upon an attempt to enforce the ordinance, and it is also of great importance to the City of Chicago to know whether it can swell its yearly revenue by over $11,000 obtained from license fees to be paid by members of the Stock Exchange. The case originally came up before Judge Gibbons, who fined Banta $25. The latter at once appealed to the Criminal Court, where, by agreement of the parties concerned, the case was tried by Judge Ewing. The matter is now set down for the December term of the Supreme Court.—Chicago Inter-Ocean.

ON THE LONDON EXCHANGE.

LONDON, Nov. 28.—Money rates have stiffened, as the Bank of England, pursuing the policy of borrowing on stock, has absorbed most of the outside supplies, thereby maintaining the present rates, which are not likely to decline before the end of the year.

The Stock Exchange was steady last week, except in home railway securities, which suffered an all around decline, on the belief that Directors, in view of the labor troubles would retain larger balances, instead of devoting them to dividends.

American railway stocks fluctuated, although the market was hopeful. Dealings were small, the operators awaiting the Presidential message to Congress. Quotations were generally lower, with the notable exception of Northern Pacific preferred shares, which rose 3 points. The stocks which declined include Central Pacific, which fell 2 points; Union Pacific, 1⅞ points; Atchison, Topeka and Santa Fé adjustment, 1; Erie firsts, 1; Lake Shore and Michigan Southern, 1, and Wabash incomes, ¾.

Grand Trunk Railway shares were strong, with an average rise of 1½ points, but Canadian Pacific shares fell ⅞ point.

Argentine lines were buoyant, on the strength of traffic returns.

THE MANCHESTER MARKET.

MANCHESTER, Nov. 28.—The public reports for last week were quieter, but probably business was really larger than before. Large Eastern cloth orders, for both yarns and goods, were placed, and also orders for some lines of shortings, at very low prices.

China and India now promise well. The food crop prospects of India are excellent.

The position of the manufacturers is very uneven, but the Eastern looms are generally fairly engaged for two months. Yarns, in moderate supply, are holding their ground fairly, but the prospect of avoiding a strike is now more uncertain.

Advices from Rouen show a better demand there, though at rather lower prices than for the week ending with Nov. 20. The German and Austrian markets are depressed, the stocks of yarns and goods being large.

FINANCIAL ANNOUNCEMENTS.

Messrs. Brown Brothers & Co. remind holders of the Baltimore Belt Railroad Company's 5 per cent. first mortgage gold bonds of 1990, that December 1 has been fixed as the last day for the deposit of such bonds with them under the agreement for the protection of holders. Negotiable certificates will be issued against bonds deposited.

LEGAL SALES.

NOTICE OF SALE.

Notice is hereby given that pursuant to the decree of foreclosure and sale made and entered by the Circuit Court of the United States for the Southern District of New York on October 15, 1897, in a certain cause in equity pending in said Court, wherein J. Pierpont Morgan and others, constituting the firm of J. P. Morgan & Co., are complainants, and the Union Pacific Railway Company, S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, Frederic R. Coudert, and John W. Doane, Receivers, are defendants;

The undersigned, J. P. Morgan & Co., as successor Trustees under a certain trust deed dated September 4, 1891, executed by said Union Pacific Railway Company to the firm of Drexel, Morgan & Co., as Trustees, together with W. D. Cornish as Special Master appointed by said Court in said cause, jointly, will sell at public auction, by Adriance H. Muller & Son, Auctioneers, to the highest bidder or bidders on the terms hereinafter mentioned, at the New York Real Estate Salesroom, 111 Broadway, in the City of New York, N. Y., on

WEDNESDAY, THE TWELFTH DAY OF JANUARY, 1898,

at twelve o'clock noon, the following described bonds, stocks, and other securities and property:

STOCKS.

Name of Company.	Par Value.
Atchison, Colorado & Pacific Railroad Co.	$920,300.00
Atchison, Jewell County & Western Railroad Co.	105,000.00
Bozeman Coal Co.	96,000.00
Central Branch Union Pacific Railroad Co.	874,200.00
Colorado Western Railroad Co.	9,100.00
Denver, Leadville & Gunnison Railway Co.	3,000,000.00
Gray's Peak, Snake River & Leadville Railroad Co.	6,000.00
Green River Water Works Co.	225,000.00
Hutchinson & Southern Railroad Co., (held subject to contract of sale made by J. P. Morgan & Co., Trustees)	6,434,900.00
Kansas City & Omaha Railroad Co.	1,725,375.00
Laramie, North Park & Pacific Railroad and Telegraph Co.	66,500.00
Lawrence & Emporia Railway Co.	465,000.00
Loveland Pass Mining & Railroad Tunnel Co., (240 shares at $20)	4,800.00
Montana Railway Co., ($600,000, 70% paid)	420,000.00
Montana Union Railway Co.	425,000.00
Morrison Stone, Lime & Town Co.	100,000.00
Occidental & Oriental Steamship Company, ($5,000,000, 3% paid)	150,000.00
Omaha & Elkhorn Valley Railway Co.	40,300.00
Omaha & Republican Valley Railway Co.	2,327,523.77
Oregon Railroad & Navigation Co., (Common)	6,300.00
Oregon Railroad & Navigation Co., (Preferred)	378.00
Rattlesnake Creek Water Co.	66,300.00
Salt Lake Foundry & Manufacturing Co.	67.00
Salina & Southwestern Railway Co.	231,700.00
South Park & Leadville Short Line Railroad Co.	1,000,000.00
Union Depot Co., Kansas City	45,000.00
Union Elevator Co., Council Bluffs	46,700.00
Union Elevator Co., Omaha	81,000.00
Union Pacific Coal Co.	4,437,900.00
Union Pacific Coal Co., (held as Collateral)	562,100.00
Union Pacific, Lincoln & Colorado Railway Co.	1,997,800.00
Union Pacific Railway Co., (Reorganization Certificates)	177,450.00
Union Pacific & Western Colorado Railway Co.	400,500.00
Western National Fair Association	7,950.00
Wood River Improvement Co., (323,200, 80% Paid)	258,560.00

BONDS.

Name of Company.	Par Value.
Atchison, Union Depot & Railroad Co. Second Mortgage 5% Bonds	$4,500.00
Colorado Central Railroad Co. First Mortgage 7% Bonds	1,437,000.00
Denver, Leadville & Gunnison Railway Co. First Mortgage 4½% Bonds, (to be included in plan of reorganization)	54,000.00
Green River Water Works Co. First Mortgage 6% Bonds	214,000.00
Hutchinson & Southern Railroad Co. First Mortgage 5% Bonds, (held subject to contract of sale made by J. P. Morgan & Co., Trustees)	1,025,000.00
City of Junction City, Davis County, Kansas, 6% Bonds	5,000.00
Kansas City & Omaha Railroad Co. First Mortgage 5% Bonds Reorganization Certificate of Deposit, (held under an agreement made by J. P. Morgan & Co. to sell upon exercise of an option)	1,595,500.00
Kansas Pacific Railway Co., 7% Income Bonds, (Reorganization Certificates)	1,250.00
Loveland Pass Mining & Railroad Co. First Mortgage 7% Bonds	400,000.00
Ogden Union Railway & Depot Co. First Mortgage 5% Bonds	163,000.00
Omaha & Republican Valley Railroad Co. First Mortgage 7% Bonds	121,000.00
Omaha & Republican Valley Railway Co. Consolidated Mortgage 5% Bonds	526,000.00
Omaha & Republican Valley Railway Co. Extension First Mortgage 5% Bonds	1,246,000.00
Oregon Short Line Railroad Company 5% Income Bonds, Series A	451,500.00
Rattlesnake Creek Water Co. First Mortgage 6% Bonds	132,000.00
Union Depot Co., of Spokane Falls, First Mortgage 5% Bonds	334,000.00
Union Pacific Coal Co. First Mortgage 5% Bonds	4,890,000.00
Union Pacific Railway Co. Equipment Trust, Series C, 5% Bonds	225,000.00
Union Pacific Railway Co., Kansas Division and Collateral Mortgage 5% Bonds, (Reorganization Certificates)	5,000,000.00
Union Pacific Railway Co. Omaha Bridge Renewal 5% Bonds, (Reorganization Receipts)	145,000.00

Miscellaneous Securities and Claims.

Name of Company.	Par Value.
Echo & Park City Railway Co. Notes, ($2$225,000 each)	$200,000.00
Hutchinson & Southern Railroad Co. Note, of which $349,863 has been paid by sale of collaterals, (held subject to contract of sale made by J. P. Morgan & Co., Trustees)	767,736.76
Portland & Puget Sound Railroad Co. Certificate of Indebtedness, (held as Collateral)	969,245.98
Wood River Improvement Co. Notes; (Collateral, $467,000. Kearney & Black Hills Railway Co. First Mortgage Bonds)	350,000.00
Note L. E. Walker secured by $50,000 Receivers' Certificate Hutchinson & Southern Railroad Co.	25,000.00
Claim to 200 Gondola Cars, built by Pullman's Palace Car Company and leased to Denver, Texas and Fort Worth Railroad Company.	
136 Omaha & Republican Valley Railway Company Five Per Cent. Coupons at $25 each, amounting, at par value, to $3,400—being 35 coupons due March 1, 1892; 35 coupons due September 1, 1892; 35 coupons due March 1, 1893; 31 coupons due September 1, 1893.	

The sale will be made subject to all the terms, conditions and provisions contained in said decree, to which reference is hereby made.

As provided in said decree, the undersigned will first offer for sale and bonds, stocks and other securities or property in separate parcels, as follows: Each class of stock will be offered for sale in one separate lot, and each class of bonds or other securities or property will be offered either in one separate lot, or may be divided up and sold in such amounts as the undersigned may deem best. The bids received for the bonds, stocks and other securities and property so offered for sale in separate lots will be received and noted upon condition that all the bonds, stocks, and other securities or property so offered for sale in separate lots shall subsequently be offered together as a single lot or parcel.

Whenever the highest bids received and noted for the separate lots so offered for sale shall amount in the aggregate to a sum which together with any other cash then held by said complainants, as trustees under said trust deed, shall be deemed by them sufficient to pay the whole amount then due for principal and interest upon all the collateral notes then outstanding under said trust deed and remaining unpaid, and the other payments to be made therefrom as directed by such decree, then the undersigned will offer no more of such stocks, bonds and other securities or property for sale in separate lots as aforesaid.

After noting the highest bids received for the bonds, stocks and other securities and property offered for sale in separate lots, the same will be offered for sale in a single lot or parcel.

If the highest bids for all such bonds, stocks and other securities and property when offered together as a single lot or parcel shall not exceed the aggregate sum of the highest bids received and noted for such bonds, stocks and other securities or property when offered in separate lots as aforesaid, then the several lots offered for sale will be struck off and sold to the bidders who made the highest bids therefor.

The undersigned, as directed by such decree, will receive no bid at any such sale from any one offering to bid who shall not first deposit with said complainants, as a pledge that he will make good his bid in case of its acceptance, 5 per cent. of the amount of the bid of such bidder either in cash or in collateral notes secured by such trust deed taken at their par value. Any sum in cash or collateral notes so deposited will, to the extent of 5 per cent. of the amount of the bid of the purchaser, be applied to the payment of the purchase price of the property bidden in by such purchaser if the same shall be struck down to him. Any deposit of cash or of collateral notes so made at the time of or prior to the sale, by any unsuccessful bidder, and the unapplied portion of any deposit made by any other bidder, will be returned to him when the property shall be struck down to others.

Upon the acceptance of any bid of any bidder, such accepted bidder, forthwith, must deposit with said complainants twenty per cent. of the amount of his accepted bid either in cash or in such collateral notes taken at the par value of their face with the interest accrued and unpaid thereon; but any cash or collateral notes which previously may have been deposited by such bidder as a pledge that he would make good his bid will be received on account of the amount so required to be deposited on the acceptance of his bid. The balance of the purchase price payable by such bidder may be paid or satisfied in whole or in part either in cash, or by presenting such outstanding collateral notes and allowing to be stamped thereon an acknowledgment of the receipt of such portion of the purchase price as will be equivalent to the amount that the holder of such collateral notes would be entitled to thereon in case the entire purchase price were paid in cash; but such collateral notes so presented must be surrendered and canceled if the whole amount remaining due thereon for principal and interest shall be satisfied by payment or by such credit thereon. The purchase price other than the portion thereof required to be deposited at the time of sale as aforesaid must be paid either in cash or to the extent above mentioned, by presentation of collateral notes to said complainants at their office, No. 23 Wall Street, in the City of New York, at such time after the day of sale as said complainants may designate, and against delivery of the bonds, stocks, and other securities sold.

As provided in such decree, if any bidder shall fail to complete his bid and comply with the terms of sale, the cash or collateral notes deposited by such bidder with said complainants will be forfeited and such bidder may be held by the complainants, constituting said firm of J. P. Morgan & Co., and as Trustees under said trust deed, liable for any deficiency there may be between the sum for which any bonds, stocks and other securities were struck off to such bidder on the sale and that for which they may be sold on a resale, and also any costs and expenses accruing on such resale which such deposit shall not be sufficient to pay.

By the terms of such decree all the right, title, interest and equity of redemption of the Union Pacific Railway Company and of the said receivers, and all right, title and interest of said complainants as such Trustees under said trust deed in and to the bonds, stocks and other securities and property sold, will pass by such sale thereof under said decree, but without any covenant, warranty or representation, express or implied.

For further particulars reference is made to the above-mentioned decree of said Court.

Particular information concerning the various bonds and coupons and other property to be offered for sale will be furnished upon application by Messrs. J. P. Morgan & Co., at their office, No. 23 Wall Street, in the City of New York.—Dated New York, October 19th, 1897.

J. P. MORGAN & CO.,
As Trustees under the Trust Deed, dated September 4, 1891, executed by the Union Pacific Railway Company to Drexel, Morgan & Co., Trustee; and
W. D. CORNISH,
Special Master.

RECEIVER'S SALE.—Notice is hereby given that I, William Allen, as receiver of the UNION INDIA RUBBER COMPANY, will sell at public auction, at the New York Real Estate Sales Room, No. 111 Broadway, in the City of New York, on the 13th day of December, 1897, at 12 o'clock noon, by Richard V. Harnett & Company, auctioneers, all the right, title, and interest vested in me as such receiver in and to the following-described personal property, formerly owned by the Union India Rubber Company:

12 shares Fulton Coal Company stock, $5 each; scrip of Mutual Fire Insurance Company, par $160; 5 trade marks and certain machinery, apparatus, and fixtures stored at Middletown, Connecticut, and Lambertville, New Jersey.

The said sale will be for cash.

Dated, New York, November 26, 1897.

WILLIAM ALLEN,
Receiver of Union India Rubber Company, 59 Wall St., New York City.
HARRISON & BYRD, Attorneys for Receiver, 59 Wall St., New York City.

PROPOSALS.

Queens County Road Maintenance Bonds.

The County of Queens, State of New York, invites bids until December 1st, 1897, at 12 o'clock noön, for the purchase of all or any part of an issue of County Bonds, aggregating the sum of $50,000, and known as the Queens County Road Maintenance Bonds, Series One.

The principal and interest of these bonds is payable in gold coin of the present standard of weight and fineness. The bonds mature December 15th, 1917, and carry interest at the rate of four per cent. per annum, payable semi-annually on the fifteenth days of June and December in each year, at the office of the County Treasurer of Queens County, and to the payment of the bonds and interest the faith and credit of said Queens County is pledged. Each bond is of the par value of one thousand dollars.

The assessed valuation of real and personal property in Queens County, as equalized by the Board of Supervisors thereof in December, 1896, aggregates the sum of eighty-five millions three hundred and forty-five thousand one hundred and eleven dollars, and the bonded indebtedness of the county does not exceed the sum of forty-two hundred and ninety-eight thousand dollars, ($4,298,000.)

The Board of Supervisors of Queens County expressly reserves the right to reject any and all bids if the Board deem it to the best interest of the said county to do so, and also reserves the right to award said bonds either wholly to one bidder or in such lots to several bidders as the said Board may deem to the best interest of the said county.

No bid will be accepted unless the same be made on a blank form to be obtained from the County Treasurer of Queens County. Each bid must be accompanied by a certified check of ten per cent. of the par value of the bonds bid for, which shall be drawn on its face to the order of the County Treasurer of Queens County. All bids must be inclosed in sealed envelopes and must be indorsed "Bids for the purchase of County Road Maintenance Bonds, Series One." The envelopes containing bids must be delivered to the County Treasurer of Queens County on or before twelve o'clock noon December 1st. All bids must contain a statement signed by the bidder that he submits his bid in accordance with the terms and conditions of Resolution No. 52 of said Board of Supervisors, adopted November 26th, 1897, and without combination and collusion with any other bidder.

For copies of said resolution, forms of bids, or further information, &c., apply to

CHARLES L. PHIPPS,
Treasurer of Queens County,
County Court House, Long Island City, N. Y.
TOWNSEND SCUDDER, Counsel to Board of Supervisors, 16 Exchange Place, New York City.

QUEENS COUNTY BUILDING BONDS.

The County of Queens, State of New York, invites bids until December 1st, 1897, at 12 o'clock noon, for the purchase of all or any part of an issue of county bonds aggregating the sum of one hundred and twenty thousand dollars, and known as the Queens County Building Bonds, Series "One."

The principal and interest of these bonds is payable in gold coin of the present standard of weight and fineness. The bonds mature December 15th, 1927, and carry interest at the rate of four per cent. per annum, payable semi-annually on the fifteenth days of June and December in each year, at the office of the County Treasurer of Queens County, and to the payment of the bonds and interest the faith and credit of said Queens County is pledged. Each bond is of the par value of one thousand dollars.

The assessed valuation of real and personal property in Queens County, as equalized by the Board of Supervisors thereof in December, 1896, aggregates the sum of eighty-five millions three hundred and forty-five thousand one hundred and eleven dollars, and the bonded indebtedness of the county does not exceed the sum of forty-two hundred and ninety-eight thousand dollars, ($4,298,000.)

The Board of Supervisors of Queens County expressly reserves the right to reject any and all bids if the Board deem it to the best interest of the said county to do so, and also reserves the right to award said bonds either wholly to one bidder or in such lots to several bidders as the said Board may deem to the best interest of the said county.

No bid will be accepted unless the same be made on a blank form to be obtained from the County Treasurer of Queens County. Each bid must be accompanied by a certified check of ten per cent. of the par value of the bonds bid for, which shall be drawn on its face to the order of the County Treasurer of Queens County. All bids must be inclosed in sealed envelopes and must be indorsed "Bids for the purchase of County Building Bonds, Series One." The envelopes containing bids must be delivered to the County Treasurer of Queens County on or before twelve o'clock noon December 1st. All bids must contain a statement signed by the bidder that he submits his bid in accordance with the terms and conditions of resolution No. 52 of said Board of Supervisors, adopted November 26th, 1897, and without combination and collusion with any other bidder.

For copies of said resolutions, forms of bids, or further information, &c., apply to

CHARLES L. PHIPPS,
Treasurer of Queens County,
County Court House, Long Island City, N. Y.
TOWNSEND SCUDDER,
Counsel to the Board of Supervisors,
16 Exchange Place, New York City.

DIVIDENDS.

Dividend Notice.
The Colonial Bank,
Columbus Av. and 83d St., N. Y.
Nov. 17th, 1897.
The Board of Directors have this day declared a dividend of Five Per Cent. on the capital stock of this bank, payable on and after Dec. 30th, 1897, to stockholders of record. The transfer books will be closed on Monday, Dec. 20th, at 3 o'clock P. M., and will be reopened on Monday, Jan'y 3d, 1898, at 9 A. M.
W. H. LAW, Acting Cashier.

Office of Welsbach Commercial Company,
40 Wall St., New York, Nov. 11, 1897.
The Directors have this day declared a quarterly dividend of TWO (2) PER CENT. on the preferred stock, payable Dec. 10, 1897, to stockholders of record at the close of business Nov. 30, 1897. Transfer books of the preferred stock will be closed from Dec. 1 to Dec. 10, 1897, both inclusive. Checks will be mailed.
EDWARD C. LEE, Treasurer.

Missouri, Kansas & Texas Ry. Co.
45 Wall St., New York, Nov. 29,

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway: By Bryan L. Kennelly, executor's sale, 426 and 428 West Forty-eighth Street, south side, 375 feet west of Ninth Avenue, each 25 by 100.5, two five-story brick double flats; 511 West Fifty-seventh Street, north side, 100 feet west of Tenth Avenue, 25 by 161.1 by 25.7 by 166.6, two-story brick stable; 23½ lots at Elm Park, Staten Island, located on the east side of Morning Star Road, between Sherman and Innis Streets; two-story and attic frame dwelling, near Hammel's Station, Rockaway Beach.

By Bryan L. Kennelly, public auction sale, 829 West Forty-eighth Street, north side, 314 feet west of Eighth Avenue, 18 by 100.5, three-story brownstone-front dwelling.

CITY REAL ESTATE FOR SALE.

Borrowers on Mortgage

should apply to this company, the largest lender on mortgage in New York or Brooklyn. Low fees for examination and guarantee of title.

TITLE GUARANTEE AND TRUST COMPANY.

146 Broadway, New York. 175 Remsen St., Brooklyn.

CAPITAL, . . . $2,500,000.
SURPLUS, . . . $2,000,000.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

REAL ESTATE AT AUCTION.

PHILIP A. SMYTH, Auct'r,

sells THURSDAY, DECEMBER 2, at 12 o'clock M., at Real Estate Salesroom, 111 Broadway.

SUPREME COURT SALE IN PARTITION.

Valuable 24th Ward Property on Webster & Decatur avs. & 195th st.,

three blocks north of FORDHAM STATION, and opposite ST. JOHN'S COLLEGE. Will be sold in four plots. Webster Av., S. W. corner 195th St., 150 on Av. x100, with good house and stable; Decatur Av., S. E. corner 195th St., 140.5 on Av. x40, with L; Ed Av. trolley line directly in front.

FRANCIS D. DOWLEY, Referee.
CHARLES P. DONOHUE, Att'y.
JAMES P. CAMPBELL, Defd'ts Att'y.
PHILBIN & BEEKMAN, Defd'ts Att'ys.
Maps from PHILIP A. SMYTH, 11 Pine St.

JERE. JOHNSON, JR. AUCTIONEER

80% Mortgage. 4½ Interest.

on all the lots to be sold by Jere Johnson, Jr., at 12 o'clock Tuesday, Dec. 7th, in the Brooklyn Real Estate Exchange, No. 189 Montague Street, by order of the Executors of the estate of Henry Johnson, dec'd, 250 Lots, splendidly situated on Coney Island Ave., Ave. I, East 12th, East 13th, East 14th, East 15th, East 16th, East 17th, and East 18th Streets, in the City of New York; 81st Ward, Borough of Brooklyn; streets all made; every lot ready for improvement. Maps at the offices of Jere Johnson, Jr., Co., 169 Broadway, N. Y., and 189 Montague St., Brooklyn, or Arthur Hurst, Esq., Attorney for Executors, 132 Nassau St., N. Y.

CITY FLATS TO LET—UNFURNISHED.

The Park Madison,
Madison Square and 25th Street,

Two large suites, also one small suite remaining to be rented. Private restaurant on premises. Apply on premises or to

GEO. R. READ,
10 Wall St. & 9 Pine St. (6036) 1 Madison Ave.

MISCELLANEOUS.

BEST QUALITY OF LEHIGH AND RED ASH coal at lowest rates. Yards, 87th St. and West End Av., 54th St. and 10th Av., 32d St. and 10th av. THOMAS STOKES.

NOTICE TO PRINTERS.

Orders for Linotype Machine composition for pamphlets, newspapers, and similar publications, promptly filled by THE NEW YORK TIMES.

SURROGATE NOTICES.

DICKINSON, BENJAMIN.—In pursuance of an order of Hon. John H. V. Arnold, Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BENJAMIN DICKINSON, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at the place of transacting business, at the office of George W. Gallinger, her attorney, No. 7 Beekman Street, in the City of New York, on or before the 11th day of May next.—Dated New York, the 11th day of October, 1897. SARAH DICKINSON, Administratrix. GEORGE W. GALINGER, Att'y for Administratrix, No. 7 Beekman St., N. Y. City. o11-law6mM

KAISER, JOHANNA.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JOHANNA KAISER, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of John E. Brodsky, Nos. 49 and 51 Chambers Street, in the City of New York, on or before the first day of June next.—Dated New York, the 18th day of November, 1897. THEODORE SATTLER, GILBERT T. REEDER, Executors. JOHN E. BRODSKY, Attorney for Executors, 49 and 51 Chambers Street, New York City. n22-law6mM

LAWRENCE, CORNELIA A.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CORNELIA A. LAWRENCE, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 288 West Eleventh Street, in the City of New York, on or before the 20th day of January, 1898. Dated New York, the 19th day of July, 1897. JOHN P. FAURE, Executor. JAMES E. CHANDLER, Attorney for Executor, 115 Broadway, N. Y. jy12-law6mM

MONTGOMERY, WALTER.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the City and County of New York, notice is hereby given to all persons having claims against WALTER MONTGOMERY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business at the office of John Mason Knox, Nos. 80 and 82 William Street, in the City of New York, on or before the 20th day of December next.—Dated New York, the 9th day of June, 1897. MARY ANN ROBINSON, Administratrix, with the will annexed. JOHN MASON KNOX, Attorney for Administratrix, No. 80 and 82 William St. jul4-law6mM

PONS, JEAN FERNAND AUGUSTE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JEAN FERNAND AUGUSTE PONS, otherwise known as F. PONS, late of the City of Paris, France, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 100 Broadway, in the City of New York, on or before the 10th day of May next.—Dated New York, the 22d day of October, 1897. PAUL FULLER, Ancillary Administrator, with the will annexed. DANIEL J. HOLDEN, Attorney for Ancillary Administrator c. t. a., 100 Broadway, New York City. o25-law6mM

RAINFORTH, RICHARD.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against RICHARD RAINFORTH, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 280 Broadway, in the City of New York, on or before the 26th day of May, 1898, next.—Dated New York, the 18th day of November, 1897. ALBERT ARNS, ROBERT LITTLE, Executors. WAHLE & STONE, Attorneys for Executors, 280 Broadway, New York City. n22-law8tillmy28

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

DIRECT LINE TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, 42d Street and Fourth Avenue, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45 P. M., Niagara Falls 5:55 P. M., Toronto 8:25 P. M. This train is limited to its seating capacity. Connects at Utica for Adirondack Mountains and Montreal.

8.45 A. M.—FAST MAIL.—Daily. For Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

10.00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central route; due Buffalo 8:40 P.M., Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Carries sleeping and drawing room cars only.

10.30 A. M.—DAY EXPRESS, except Sunday. For Millbrook, Catskill Mountains, and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED. Daily.—For Columbus, Cincinnati, Indianapolis, and St. Louis. Stops at Poughkeepsie.

1.00 P. M.—CHICAGO SPECIAL. Daily—For Detroit, Cleveland, Toledo, and Chicago. Stops at Poughkeepsie and Schenectady.

3.30 P. M.—TROY AND ALBANY SPECIAL, except Sunday—For Garrisons, West Point, Poughkeepsie, Albany, and Troy.

5.00 P. M.—LAKE SHORE LIMITED. Daily.—24-hour train to Chicago, via Lake Shore route and Buffalo, due Cleveland 7:15 A. M., Toledo, 10:45 A. M., Chicago 4:00 P. M. This train connects at Cleveland for Cincinnati, due 4:56 P. M., and at Toledo for St. Louis, due 10:15 P. M.; due Kansas City next morning. Carries sleeping and drawing room cars only.

6.00 P. M.—WESTERN EXPRESS, daily. For Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, and St. Louis.

6.25 P. M.—NORTHERN EXPRESS, daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, Ottawa.

7.30 P. M.—BUFFALO SPECIAL, daily—For Adirondack Mountain Points and Montreal, via Utica, Rochester, Buffalo, Niagara Falls, Toronto, Cleveland, Indianapolis, St. Louis, and Chicago.

9.00 P. M.—SPECIAL LIMITED MAIL, daily (sleeping car passengers only) for points on Fall Brook Railway, via Lyons, and for Rochester, Buffalo, Cleveland, Indianapolis, and St. Louis.

9.15 P. M.—PACIFIC EXPRESS, daily—For Syracuse, Oswego, Watertown, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Cape Vincent, and the Auburn Road.

12.10 Night.—MIDNIGHT EXPRESS. Theatre train for Chicago and principal points on the New York Central, every night except Sunday nights. Sunday nights, Chicago Sleepers leave on 9:15 train.

9:00 A. M. and **2:35** P. M.—Daily, except Sunday, to Pittsfield, via Harlem Division.

9:15 A. M.—Sundays only, to Pittsfield and the Berkshire Hills, via the Harlem Division.

"ALL NIGHT" TRAINS TO YONKERS.

"All night" trains run between 155th Street and points on the Putnam Division as far as Yonkers, in connection with the elevated road. The only line running "all night" trains out of New York.

Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Tickets and Wagner offices at Grand Central Station, 113, 261, 413 Broadway, 31 East 14th St., 942 Broadway, 235 Columbus Av., 61 West 125th St., and 1891 3d St. Stations New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager. General Passenger Agent.

WEST SHORE R.R.

Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot Franklin St.:

10:15 A. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Fort Wayne, Toledo, Cleveland, and Chicago.

6:00 P. M. Daily. For Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, and Buffalo.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

Time table at principal hotels and offices.

C. E. LAMBERT, General Passenger Agent, 6 Vanderbilt Av., New York.

LEHIGH VALLEY SYSTEM

Station foot of West 23d St., (Penn. R. R.) Cortlandt, or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

***6:15, 6:40** A. M. daily, (Sundays *6:45, 7 A. M.) for MAUCH CHUNK and intermediate stations.

***7:55, 8:15** A. M. daily, for WILKESBARRE, SCRANTON, (week days,) ELMIRA, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points. Dining-car and chair-car to Buffalo.

***11:55, 12:00** noon daily, except Sunday, for MAUCH CHUNK and intermediate points.

***12:55, 1:15** P. M., Sundays only for EASTON, MAUCH CHUNK, and the coal branches.

***1:25, 1:40** P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions, chair-car for Wilkesbarre.

***3:55, 4:10** P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car to Wilkesbarre.

***3:55, 4:20** P. M. daily, except Sunday, for Mauch Chunk and intermediate stations. Chair-car to Bethlehem.

***4:55, 5:15** P. M. daily for EASTON and intermediate stations.

***6:55, 7:00** P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train, N. Y. to Chicago. Sleepers to Buffalo and Toronto.

***7:55, 8:30** P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, L. & B. JUNCTION, AUBURN, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

***8:55, 9:00** P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Ithaca.

Additional local trains daily, except Sunday, for BOUND BROOK and intermediate points leave as follows: *8:25, 9:30, *10:25, 10:50, *10:25, 10:30 (Sundays only) A. M., *1:55, 2:30, and *5:55, 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,823 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence to destination.

DELAWARE, LACKAWANA AND WESTERN.

Stations in New York foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, NEWTON, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M.—(Café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman Buffet Parlor cars.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—BUFFET VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Pullman Buffet Sleeping Car. Connecting at Buffalo with trains for Chicago and points west.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleepers for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, UTICA, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St. and 106 Broadway, Brooklyn. Time Tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

BALTIMORE & OHIO.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. ‡Sundays.

CHICAGO. *4:30 A. M., *2:00 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:25 P. M., $2:00 P. M. *12:15 night. (4:30 A. M. Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M. (Diner,) *11:30 A. M., (Diner,) *2:00, (Diner,) †3:25, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night.

NORFOLK, †11:30 A. M.

NEW ORLEANS, *4:55 P. M. (through sleeper.)

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,140 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞The leaving time from Desbrosses and Cortlandt Streets in ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS.—For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland, except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily, except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50 A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50 A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—12:50 P. M. week days.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West 23d Street Station,) 7:50, 9:50, 11:50 A. M., 3:20, 4:50, 11:10 P. M. Sundays, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets, 9:10 A. M., 12:10, 3:40, 5:10, 11:50 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 7:50, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50 A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 800 Fulton Street, 98 Broadway, and Brooklyn Annex Station, Brooklyn; 8 Montgomery. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey.

Anthracite coal used exclusively.
Four Tracks. Automatic Block Signals.
Stations in New York foot of Liberty St. and Whitehall Terminal.
Trains leave Foot of Liberty St.
On and after Nov. 14th, 1897.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:30, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:10, 1:30, 4:15, (4:30 to Easton,) 5:45 (7:30 to Allentown,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 9:10 A. M., 1:10, 1:30, 4:15 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:10, 1:30, (2:00, 4:00 to Reading,) 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 2:00, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 9:00 P. M., Sundays, 4:30 A. M., 6:00 P. M.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c. For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, (10:15 Red Bank only,) 11:30 A. M., 1:30, 1:45, (3:40 Red Bank only,) 4:15, 4:40, 5:38, 6:15 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:00, (10:15 Red Bank only,) A. M., 4:00 P. M.

FOR LAKEWOOD.

4:30, 8:30, 10:15 A. M., 1:45, 3:40, 4:40, (5:38 Saturdays only,) P. M. Sundays, 10:15 A. M.

For Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:45, 4:40 P. M. Sundays, 10:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:45 P. M.

For Monmouth Beach, Seabright, and Highlands and Navesink, 4:30, 8:30, 11:30 A. M., 1:30, 1:45, 4:15, 4:30, 4:40 P. M. Sundays, 9:00 A. M., 4:00 P. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.

From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 2:00, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 2:00, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia, week days, 9:00 A. M., 1:30, 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE WHITEHALL TERMINAL.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:38, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:40, 2:00, 2:25, 2:55, 3:25, 3:35, 3:55, 4:25, 4:35, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:00, 7:40, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 8:25, 10:00, 11:30 A. M., 12:00 M., 12:55, 2:00, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,140, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Montgomery, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers St., as follows, and five minutes earlier from West 23d St.:

9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, Arrives Buffalo 8:00 P. M. Parlor car to Buffalo.

2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago. Arrives Cleveland 7:40 A. M.; Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily. Arrives Buffalo 7:05 A. M., Bradford 7:17 A. M., Jamestown 7:00 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland, making direct connection for Detroit, Chicago, and the West. Café Library Car.

8:45 P. M.—Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

Tickets, Local Time Cards, and Pullman accommodations at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 61 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 726 Fulton St., 106 Broadway, Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Westcott Express calls for and checks baggage from hotels and residences to destination.

TRAVELERS' GUIDE—STEAMBOATS.

Albany Evening Line

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Fast steamers leave Pier 25 E. R. daily, (Sundays excepted,) 3 P. M. and 12 midnight, arriving in time for trains to Meriden, Hartford, Springfield, and points north.

CATSKILL, HUDSON, AND COXSACKIE BOATS leave Pier 43 N. R., foot of Christopher Street, every week day at 6 P. M.

TRAVELERS' GUIDE—SHIPPING.

FRENCH LINE.

Compagnie Generale Transatlantique.
DIRECT LINE TO HAVRE—PARIS, (FRANCE.)
Sailing every Saturday, at 10 A. M.
From Pier No. 42, North River, foot of Morton St.
La Touraine.....Dec. 4 La Normandie....Dec. 25
La Bretagne.....Dec. 11 La Champagne...Jan. 1
La Gascogne.....Dec. 18 La Bretagne.....Jan. 8
1st-class passage N. Y.-Paris $80, and upwards.
Gen'l Ag'cy for U. S. and Can. 3 Bowling Green, N.Y.
Gen'l Western Agency, 71 Dearborn St., Chicago.

JAPAN-CHINA.

PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
From San Francisco to Shanghai, Yokohama, Hongkong:
GAELIC.....Dec. 7, 1 P. M.
CITY OF PEKING, via Honolulu.....Dec. 18
DORIC, via Honolulu.....Dec. 28, 1 P. M.
CHINA.....Jan. 6, 1 P. M.
BELGIC, via Honolulu.....Jan. 17, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

CLYDE LINE.

ALL FLORIDA POINTS, the South and Southwest. The only Steamer Line to Charleston, S. C., and Jacksonville, Florida, Without Change.
Superb Passenger Accommodations.
Reduced Winter Excursion Rates Now in Effect.
Iroquois, Sat., Nov. 27 Comanche, Fri., Dec. 3
Algonquin, Tues., Nov. 30 Seminole, Tues., Dec. 7
From Pier 29 East River, (Foot Roosevelt St.,) 3 P.M.
WM. P. CLYDE & CO., General Agents,
5 Bowling Green, N. Y.
Fla. Cen. & Pen. Fast F. & P. Line via Jacksonville.
Great S. Freight & Passenger Line via Charleston.
T. G. EGER, General Agent, 375 Broadway, N.Y.

OLD DOMINION LINE.
DAILY TO NORFOLK.

For Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU, Vice Pres't and Traffic Mgr.

TRAVELERS' GUIDE—SHIPPING.

NORTH GERMAN LLOYD
FAST EXPRESS SERVICE.
SOUTHAMPTON, LONDON, BREMEN.

Spree, Tu., Nov. 30, 9 AM | Trave, Tu., Jan. 11, 9 AM
Trave, Tu., Dec. 14, 9 AM | Lahn, Tu., Jan. 18, 9 AM
Saale, Tu., Dec. 21, 9 AM | Saale, Tu., Jan. 25, 9 AM
Kaiser Wm. der Grosse, Tues., Jan. 4, 2 P. M.
OELRICHS & CO., 2 BOWLING GREEN.

GERMAN MEDITERRANEAN SERVICE

*HAMBURG-AMERICAN LINE. †NORTH GERMAN LLOYD.

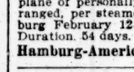
Express steamers from New York
To Gibraltar, Naples, and Genoa.

†Fulda, Dec. 4, 10 AM | †Kais. W. II., Dec. 30, 10 AM
*A. Victoria, Dec. 11, 10 AM | *Normannia, Jan. 4, 10 AM
†Ems, Dec. 18, 10 AM | †Fulda, Jan. 8, 10 AM

Also steamers for Alexandria, Egypt, in Jan., Feb., and March.

Return tickets available for the steamers of either line from Naples, Genoa, Gibraltar, Hamburg, Bremen, London, Southampton, Paris, and Cherbourg.

Hamburg-American Line. | North German Lloyd. Oelrichs & Co., Agents. 87 Broadway, N. Y. | 2 Bowling Green, N. Y.



HAMBURG-AMERICAN LINE
From New York to Plymouth, (London,) Cherbourg, (Paris,) and Hamburg.

Twin Screw Express Service begins Feb. 26, '98. Twin Screw Mail Service N. Y.-Hamburg direct. Patria, Dec. 2 P. M. Pennsylvania, Dec. 7, 4 PM. First cab., $80 up; second class, $40; steerage, $32. HAMBURG-AMERICAN LINE, 37 B'w'y, New York

AMERICAN LINE.

NEW YORK—SOUTHAMPTON—(London, Paris.)
Sailing every Wednesday at 10 A. M.

PARIS.....Dec. 1 | NEW YORK.....Dec. 22
ST. PAUL.....Dec. 8 | ST. PAUL.....Dec. 29
ST. LOUIS.....Dec. 15 | ST. LOUIS.....Jan. 5

Red Star Line to Antwerp

Sailing every Wednesday.

Westernl'd, Dec. 1, Noon | Noordland, Dec. 15, Noon
Southwark, Dec. 8, 9 AM | Friesland, Dec. 22, Noon
INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

WHITE STAR LINE.

Adriatic, Dec. 1, Noon | Majestic, Dec. 29, Noon
Germanic, Dec. 8, Noon | Germanic, Jan. 5, Noon
Teutonic, Dec. 15, Noon | Teutonic, Jan. 12, Noon
Britannic, Dec. 22, Noon | Britannic, Jan. 19, Noon

No Cotton Carried by Passenger Steamers.
Pier 45, North River. Office, 9 Broadway, N. Y.
H. MAITLAND KERSEY, Agent.

CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.

Etruria, Dec. 4, 2 PM | Lucania, Dec. 25, 6:30 AM
Camp'a, Dec. 11, 6:30 AM | Etruria, Jan. 1, noon.
Umbria, Dec. 18, noon | Aurania, Jan. 8.

VERNON H. BROWNE & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

Winter Cruise TO THE Orient.

BY THE TWIN-SCREW EXPRESS
S. S. AUGUSTE VICTORIA
OF THE HAMBURG-AMERICAN LINE.

Leaving New York January 27, 1898, for Madeira, Gibraltar, Malaga, (Granada, Alhambra,) Algiers, Genoa, Villefranche, (Nice,) Bizerta, (Tunis,) Alexandria, (Cairo and Pyramids,) Jaffa, (Jerusalem and Dead Sea,) Beyrouth, (Damascus,) Constantinople, Athens, Canea, (Crete,) Palermo, Naples, Genoa. Duration, 64 days; rates, $450 and upward. All appointments strictly first-class.

Another excursion at cheaper rates, and on the plane of personally conducted tours, has been arranged, per steamer COLUMBIA, to leave Hamburg February 12 and Genoa February 21, 1898. Duration, 54 days. For further particulars apply to Hamburg-American Line, 37 Broadway, N. Y.

COOK'S NILE STEAMERS.

Our First-Class Tourist Steamers will leave CAIRO for the FIRST CATARACT:
Rameses the G't. Dec. 21 | Rameses III.....Jan. 4
Rameses .....Dec. 28 | Rameses the G't

MODERN RELIGIOUS IDEAS

Dr. Savage Speaks of the Effect of Knowledge in Modifying Old-Time Creeds.

GOD OF THE OLD TESTAMENT

Belief in a Revengeful, Jealous, Partial Deity and in the Existence of the Devil Exploded—The Real Role of Christ.

The Rev. Dr. Minot J. Savage filled the pulpit yesterday morning in the Church of the Messiah, Park Avenue and Thirty-fourth Street, and preached a sermon on "What Do You Give in Place of What You Take Away?" "This question," said the preacher, "is proposed to Unitarians over and over again. It is looked upon as an unanswerable criticism. We are supposed to be people who tear down but do not build; people who take away the dear hopes and traditional faiths of the past and leave the world desolate, without God, without hope. I propose to try to make clear what it is that the world has lost as the result of the advance of modern knowledge, and what, if anything, it has gained.

"It is modern knowledge, increasing knowledge, larger, clearer light that takes away old beliefs. But if these old beliefs are not true, it simply means that we are discovering what is true—that is, having a clearer view and vision of God's ways and methods of governing the world.

What Has Been Taken Away.

"The late Henry Ward Beecher, in a review article published not long before his death, said frankly this which I am saying now, and which I had said a good many times before Mr. Beecher's article was written—that no belief at all is infinitely, unspeakably better than those horrible beliefs which have dominated and darkened the world. I would rather believe in no God than in a bad God, such as He has been painted, and if I had my choice of the future, what would it be?

"I have, I trust, just over there, father, mother, two brothers, numberless dear ones, and I hope to see them with a hope dearer than any other which I cherish; but if I were standing on the threshold of Heaven itself, and these loved ones were beckoning me to come in, and I had the choice between an eternity of felicity in their presence and eternal sleep, I would take the sleep rather than take this endless joy at the cost of the unceasing and unrelieved torment of the meanest soul that ever lived.

"Now let me raise the question as to what has been taken away. I have taken nothing away. Unitarianism has taken nothing away, but the advance of modern knowledge, the larger, clearer revelation of God has taken away no end of things. What are they? In the first place, the old universe is taken away. That is, that little, tiny, playhouse affair, not so large as our solar system, which, in the first chapter of Genesis, God is reported to have made—as a carpenter working from outside makes a house—inside of six days. That little universe—that is, the story of creation as told in the early chapters of Genesis—is absolutely gone. I shall tell you pretty soon what has taken the place of it.

"Secondly, the God of the Old Testament and the God of most of the creeds has been taken away. That God who was jealous, who was partial, who was angry, who built a little world and called it good, and then inside of a few days saw it slip out of His control into the hands of the devil, either because He could not help it or did not wish to; who watched this world develop for a little while and then, because it did not go as He wanted it to, had to drown it and start over again; the God who in the Old Testament told the people that slavery was right, provided they did not enslave the members of their own nation, but only those otuside of it; the God who indorsed polygamy, telling a man that he was at liberty to have just as many wives as he wanted and could obtain, and that he was free to dispose of them by simply giving them a little notice and telling them to quit; the God who indorsed hypocrisy and lying on the part of His people; the God who sent a little light on one little people along one edge of the Mediterranean, and left all the rest of the world in darkness; the God who is to damn all of these people who were left in darkness because they did not know that of which they never had any chance to hear; that God who is to cast all His enemies into the pit, trampling them down, as Jonathan Edwards describes so horribly to us, in His hate forever and ever. This God has been taken away.

"In the third place, the story of Eden, the creation of man, and then immediately the fall of man, and the resulting doctrine of total depravity. This has been taken away. Then the old theory of the Bible has been taken away. That theory which makes it a book without error or flaw, and makes us under the highest obligation to receive all its teachings as the veritable word of God, though they seem to us hideous, blasphemous, immoral, degrading or not. This is gone.

Christianity's Millstone.

"Prof. Goldwin Smith, in an article published within a year, treats the belief, the continued holding to this old theory about the Bible under the head of 'Christianity's Millstone.' He writes from the point of view of the old belief, but he says if Christianity is going to be saved this millstone must be taken off from about its neck and allowed to sink into the sea.

"If we hold that theory, What? Why, then we must still believe that in order to help on the slaughter of His enemies on the part of a barbarian general God stopped the whole machinery of the universe for hours until he got through with His killing. We must believe that the literal story of Jonah's being swallowed by the whale. We must believe no end of incredibilities, and then, if we dare to read with our eyes open, we must believe immoral things, cruel things, about man and about God; things which this civilization would not think of were it not for the power of tradition, which pulls it back to what it used to be believed in the past. This conception about the Bible, then, is gone.

"Then, in the next place, the blood of atonement is gone. What does that mean to the world? It means that the Eternal Father either will not or can not forgive and receive back to His heart His own erring, mistaken, wandering children unless the only begotten Son of God is slaughtered, and we, as the old, awful hymn has it, are plunged beneath this ocean of blood! Revolting, terrible, if you stop to think of it for one reasoning moment that God cannot forgive unless He takes agony out of somebody equal to that from which He releases His own children! That, though embodied still in all the creeds, has been taken away; it is gone, like a long, hideous dream of darkness.

"Belief in the devil has been taken away. What does that mean? It means that Christendom has held it and taught for nearly 2,000 years that God is not really King of the Universe; that He holds only a divided power, and that here thousands and thousands of years go by, and the devil controls the destiny of this world, and ruins right and left millions and millions of human souls, and that God either cannot help it or does not wish to, one of the two. This belief is taken away.

"And, then, lastly, that which I have touched on by implication already, the belief in endless punishment is taken away. Are you sorry? Does anybody wish something put in the place of this? The belief that all those, except the elect—church members—those who have been through a special process called conversion, these, including all the millions on millions outside of Christendom, and from the beginning until to-day have gone down to the flame that is never quenched, the worm that never dies, to linger on in useless torture forever and ever? Simply a monument of what is monstrously called the judgment of God. This is gone.

"Is there anything of value taken away? In the place of the little, petty universe of Hebrew dreams what have we now? This magnificent revelation of the Copernican students; a universe infinite in its reach and in its grandeur a universe fit at last to be the home of an infinite God; a universe grand enough to clothe him and express Him, to manifest and reveal Him; a universe boundless; a universe that has grown through the ages and is growing still, and is to unfold more and more of the Divine beauty and glory for evermore. Is there any loss in this exchange?

The God of To-day.

"Now, as to God. What is our God to-day? The heart, the life, the soul of this infinite universe; justice that means justice; power that means power; love that surpasses all our imagination of love. A God who is eternal goodness. A God not off somewhere in the heavens, to whom we must send a messenger; a God who knows better what we need than we know ourselves, and is more ready to give to us than fathers are to give good gifts to their children. Is there any loss here?

"In the third place the new man that has come into modern thought. Not the broken fragments of a perfect Adam, not a man so equipped intellectually that, as they have been telling us for centuries, it was impossible for him to find the truth, or to know it when he did find it. Not this kind of man, but a man who has been on the planet hundreds of thousands of years; who has been learning by experience, who has been animal, who has been cruel, but who at every step has been trying to find the right, has been becoming a little truer and better; a being who has evolved all that is sweetest and finest in the history of the world, who has made no end of mistakes, who has committed no end of crimes, but who has learned through these processes, and at last has given us some specimens of what is possible by way of development in Abraham and Moses and Elijah, and David and Isaiah, and a long line of prophets and seers of the Old Testament time, not perfect, but magnificent types of actual men.

"In my old days, when I preached in the orthodox church, if I thought of Jesus at all I was obliged to think of Him as somehow a second God, who stood between me and the first one, and through whom I hoped deliverance from the law and the justice of the first. I had to think of Him as a part of a scheme that seemed to me unjust and cruel, involving the torture of some and the loss of most of the race. But now I think of Jesus and His cross as the most natural, and, at the same time, the divinest thing in the history of man. Jesus reveals to me to-day the humanness of God and the divineness of man. And He takes His place in the long line of the world's redeemers, those who have wrought atonement. How? Through faithfulness even unto death.

"There is faith and there is faithfulness, and He shares this with thousands of others. There are thousands of men who have suffered more than Jesus did dying for His own truth; thousands of martyrs who, with His name on their lips, have gone through greater torture than He did. All these, whoever has been faithful, whoever has suffered for the right, whoever has been true has helped to work out the atonement, the reconciliation of the world with God, showing the beauty of truth, and bringing men into that admiration of it that helps them to come into accord with the divine life.

"Then, one more point. Instead of the wail of the damned that is never through all eternity for one moment hushed in silence, we place the song of the redeemed, an eternal hope for every child born of the race. We do not believe it is possible for a human soul ultimately to be lost. Why? Because we believe in God. God either can save all souls, or He cannot. If He can, and will not, then He is not God. If He would, and cannot, then He is not God. Let us reverently say it. He is under an infinite obligation to His own Self, to His own righteousness, to His own truth, His own power, His own love, His own character, to see to it that all souls, some time, are reconciled to Him."

LAW, THE NEED OF THE INDIAN.

The Rev. W. J. Harsha Arraigns the Government for Not Giving Its Wards Protection.

The Rev. William Justin Harsha preached last night in the Second Collegiate Reformed Church, Lenox Avenue and One Hundred and Twenty-third Street, on "The Rights of the Indian." He said that the famous statement of Gen. George Crook that "the Indians command respect for their rights only so long as they inspire terror for their rifle" is unfortunately too true at present.

"In spite of all the agitation of recent years," he continued, "in spite of conventions, conferences, and resolutions almost innumerable; in spite of the Women's National Indian Association and the boards of all religious denominations, Congress still ignores the sacred duty of providing for about 275,000 Indians, living within our borders, a practicable and workable system of law. We have the Dawes bill, that is true, but this remains largely inoperative because it provides for no taxing of the Indians, and consequently there are no courts, County Clerks, or other officers for the execution of laws on the Indian reservations.

"Among the Omaha Indians, for example, great confusion prevails because there is no Probate Court of Record to register births, marriages, and divorces, and in ten years it will be impossible to tell to whom the land granted now in severalty belongs.

A Harvard professor prepared a bill to supplement that of Senator Dawes, but it was not passed by Congress, and consequently the reservation Indians, having given up their tribal relations, are without practical laws. It seems to me the policy that has been pursued is not only foolish, but criminally negligent. That policy is educate the Indians, make labor pleasant, and profitable, and there is a third step, grant them the protection of the laws. This process, it seems to me, should be reversed. Give them law first, then push the wise system of education already inaugurated and the labor will be pleasant and profitable.

"A white man would scarcely regard his labor as profitable and pleasant if just as his grain and stock are ready for market he could be robbed of them without recourse. Law lies at the very basis of all society. The more degraded and disorganized society may be, the greater is the need of law. The dirtier Indians are the more defiled and vindictive when aroused, and the more do they need a wise system of law. It is the plainest of all plain things that the redmen should be individually punished if they break the law and should be fully protected if they observe it.

"The future of the Indians would be bright, indeed, if Congress should set itself seriously to this problem. Educators like Capt. Pratt are working with a zeal worthy of better support. Good agents and farmers are endeavoring to help and teach their charges to the best of their ability.

"Missionaries of all denominations are carrying the Gospel to the Indians and are heartily welcomed. But first and foremost the Indians need the cheap but priceless blessings of just and equitable laws."

DEDICATORY SERVICES HELD.

Bishop McDonnell Officiates at St. Leonard's Church, Brooklyn.

In the presence of a multitude of people, Bishop McDonnell of Brooklyn yesterday dedicated the completed or basement portion of the Church of St. Leonard, at Hamburg Avenue and Jefferson Street, Williamsburg, of which the Rev. Father George D. Sander has been the pastor for two years. All around the neighborhood dwellings were decorated with the German, American, and Papal flags, and the church structure itself was prettily festooned. Before the dedicatory services began the St. Sebastian and St. Joseph Societies, as well as the Union Guard and the Boys' Brigade attached to the church, paraded. So great was the crush that the doors were closed long before the services began, at 10:30 o'clock.

The Rev. Peter Dauffenbach of the Church of the Most Holy Trinity, in Montrose Avenue, of which St. Leonard's was an offshoot, was the celebrant of the mass; the Rev. F. X. Bettinger, Deacon, and the Rev. John Hauptmann, Sub-Deacon. Within the chancel railing were many priests, among them the Chancellor of the Diocese, the Rev. James H. Mitchell; Father Larnel of this city, Father Wagner, and Father Schneider. The Rev. John Quigtagraf, the pastor of the Church of the Holy Martyrs, preached.

When the morning service was over the Bishop was given a reception, and in the afternoon at the vesper service he confirmed 500 children. The collections taken up during the day amounted, it was said, to several thousand dollars. The money will be used to complete the church, which will then have cost more than $250,000. The altars will be of marble, and the church will have a steeple 285 feet high. The interior will be finished in oak, and the seating capacity will be 1,600.

Despondent Painter's Suicide.

David M. Dickie, a painter, forty-nine years old, of Berryman Street, near New Lots Road, Brooklyn, committed suicide early yesterday morning at his home by taking poison. He was suffering from an incurable nervous disease, and was despondent. Dr. James Eliard of 161 Montauk Avenue was called in, but Dickie was dead on his arrival.

Pitched Through a Glass Door.

Thomas Donovan, a conductor on the One Hundred and Twenty-fifth Street cable line, was last night pitched through the glass door of his car, which, owing to a blocked switch at Manhattan and One Hundred and Twenty-fifth Streets, came to a sudden stop. His neck was badly cut, and his wounds were dressed at the Manhattan Hospital. There were ten passengers in the car at the time. All were badly shaken up, but none was injured.

THREE FORMS OF THOUGHT

M. M. Mangassarian Addresses the Society for Ethical Culture at Carnegie Music Hall.

UNREST OF THE HUMAN MIND

Theosophy, Spiritualism, and Christian Science Discussed—The Theory of Reaction a Fallacy—Ineffectiveness of the Spiritualistic Idea.

In the absence of Prof. Felix Adler, who lectured in Philadelphia, M. M. Mangassarian, lecturer of the Society for Ethical Culture of Chicago, occupied the platform at Carnegie Music Hall yesterday, and spoke on "Theosophy, Spiritualism, and Christian Science" to a large audience.

He announced that he did not intend to dwell upon the relative merits of the three forms of religious doctrine, but rather to point out the beauties and defects contained in each. Taking them in the order named, he said in part:

"'Ex Oriente lux!' is the motto of the theosophists. It is to the Orient, they say, that we must look for light. It is to India that our dilettante scholars are looking for that wisdom which is to explain the mysteries of our lives. We are told that it is not Charles Darwin or Herbert Spencer who has penetrated the hidden thoughts of ages past, but that the Mahatmas beyond the Himalayas have solved the problem. It is not the art, science, and mathematics of the East that is attracting the Occident in India, but the occult.

Unrest of the Human Mind.

All this is directly attributable to the unrest of the human mind, which is like a pendulum swinging to and fro from one plane of thought to the other. The history of human progress is the history of the oscillation of the human mind. At first it was the leaning toward the religious doctrines centring around divinity that attracted the minds of the seekers after truth. That was the age when old dogmatic religion flourished. Men became tired, however, of religion, and took to science. Now there is a reaction. Men who were tired of dogmas have now become tired of science and are showing a desire to return to metaphysics, esoterics, or anything beyond the pale of science. That is theosophy. For my part I do not believe that the light of the world is to come from the East; that from the lips of the Mahatmas will be learned the hitherto undiscovered. I take it that theosophy is the latest and most characteristic demonstration of the unrest of the human mind.

"Theosophy cannot be called a creed or religion. In fact, the Theosophist does not desire that you abandon your present faith. He says there is truth in every religion. You must simply make an effort to find it by digging deeper down into its doctrines. The theosophic societies have no creed, but in my opinion they are organized for three purposes. First, to form the nucleus for the universal brotherhood of man; second, for the study of Oriental literature; and third, to study the psychic nature of man. This idea of the brotherhood of man is not original with the Theosophists. Other religions have it, but in the form of a statement, of a moral truth.

"Our friends of the other persuasion, however, seek to prove this moral truth by physical as well as moral demonstration, and that is where they make a serious mistake. It is a fallacy to argue that because all men have like physical properties that they must necessarily be brothers. There is always great danger in dragging in physical phenomena to prove spiritual truths. The brotherhood of man is not a fact, it is a prophecy, an affirmation of an expressed hope. The fact that there is a proximity, a certain degree of sameness, in our physical constitution does not serve as proof that I must love my neighbor as myself. Theosophy does not even shrink from asserting that the animals are also our brothers. In fact, they say that every atom in the air, that every Autumn leaf on the ground, awaits but a certain development to occupy its place as our brother. Surely, in that thought there can be but little inspiration.

The Theory of Reaction.

"Theosophy has borrowed much from Buddhism, especially in the theory of reaction. It declares that we made the world what it is, therefore it is foolish to complain. We are ourselves responsible for what is good and evil in this world, hence there is no injustice in the world. As a man sows so shall he reap. Here, again, however, the Theosophist makes the mistake of dragging in physical demonstration to prove spiritual truths. True enough, we would not look for apples in a potato patch, but, on the other hand, it is not always the man who sows justice that reaps justice. Many a man has sown hypocrisy, deceit, and evil, and has reaped riches, honor, and power.

"And now to the last doctrine—that of reincarnation. With this theosophy has endeavored to solve the sex question. The fact that a man might return to life in the form of a woman, it is said, will make him more considerate in his treatment of a woman. The same theory applies to animals. There must be no destruction of life, and in this regard is where the theory can be most effectively assailed; for must we not kill to live, if not to eat, at least to be clean? Germs, insects, and parasites are doomed to destruction if man desires to secure his happiness and still theosophy would gainsay the right to do this."

Coming, then, to Spiritualism, the speaker said that there were 8,000,000 followers of that creed in this country and Europe, and this showed that there was something unhealthy about our intellectual system.

"It is a bad symptom," he continued, "when we see so many people striving for a short cut to unattainable power. They speak of messages from the great departed. What are these messages? Are great men resurrected merely to gossip? Spiritualism has so far failed to bring a single message that has influenced the world in the slightest degree. Moreover, I do not believe in a theory that must be worked out in darkness, behind closed doors and barred windows."

Christian Science.

After giving an acount of the origin of Christian science and reviewing the life of Mrs. Mary Baker Eddy, the founder of the creed, Mr. Mangassarian explained the tenets of the faith.

"The Christian scientists believe," he said, "that as God fills the entire world there is no room for anything else; that is, for matter. Thus by denying matter, they deny the existence of pain, disease, or injury. Still, they build churches and edifices in which they are protected from wind and weather. They insure their churches against fire. What need is there of this, if everything in the form of injury is an illusion? They say there is no disease, that it is all imagination.

"I would not deny that there are in this world medicinal men and women, that is, that there are men who have medicinal powers concentrated in themselves. They carry an air with them that is inspiring, uplifting, and that comforts and relieves the sick. Fictitious diseases can be cured by them, that is true; but organic diseases are certainly beyond their power."

In conclusion, Mr. Mangassarian predicted that it would be but a question of a short time when the followers of Christian Science would dwindle away as the Quakers and others fanatic denominations of ages past.

Next Sunday Prof. Adler will again occupy the platform at Carnegie Music Hall, and will speak on "The Ethical Society as a common meeting ground for Jew and Gentile."

Unknown Man Commits Suicide.

A man committed suicide at 1:30 o'clock yesterday morning, by jumping off the pier at the foot of East Twenty-third Street, into the river. The body was not recovered. Bernard Rosenbaum of 1,078 Greene Avenue, Brooklyn, and Paul Colis of 69 Sumner Avenue, the same city, employes of the East Twenty-third Street Ferry Company, saw the man, who appeared to be in great distress, standing on the pier near the stringpiece. They went toward him, but before they could reach him he leaped into the water. He left on the pier a ragged coat of dark striped material, bearing the mark of the maker, Benjamin Arnheim, St. Louis, Mo., and a black derby hat with the brim nearly torn off. They are at the East Twenty-second Street Station.

He was very particular, and asked for very extensive alterations—the suit was marked accordingly.

"How much deposit do you want?" he asked on leaving.

"None," said we, "the suit belongs to us until it's satisfactory."

Before or after alterations—six months after you've bought it, it's ours if not satisfactory.

We don't make to order but we make to fit—at our expense.

Your money back when you want it.

Clothes, shoes, hats and furnishings for man or boy.

ROGERS, PEET & Co.

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Warren and Broadway.
Thirty-second and Broadway.

THE RELIGIONS OF INDIA

Virchand Gandhi of Bombay Tells of Their Origin and Development.

DENIES OFT-TOLD STORIES

Pronounces the Legend of Juggernaut an English Calumny—Traces the Beginnings of the Caste System.

Wearing a turban of yellow, signifying knowledge, and a robe of purple, portraying purity and activity, Virchand Gandhi of Bombay delivered a lecture on the religions of India before a small but deeply interested audience in the New Century Hall, 509 Fifth Avenue, yesterday morning.

Mr. Gandhi is the Honorary Secretary of the Jains Community, one of the religious sects of India, and his present visit to this country is for the purpose of securing aid for the education of the women of his native land and, incidentally, to correct some of the misapprehensions that he says exist in America concerning the religions of the East. He was a delegate to the Parliament of Religions at the Chicago World's Fair and has since traveled and lectured extensively in Eastern and Western cities. His lecture yesterday was preliminary to a series which he purposes to deliver during the present month.

"Religion in India," said Mr. Gandhi, "has a very different meaning from what it has in other countries. In Western lands there is a distinct division between the religious and the secular life. There is one rule of conduct for laymen and another for clergymen. This distinction has never found its place in the life of the people of India. There all of life is included in the word religion."

How Caste Was Established.

The speaker then traced the development of the caste system. In ancient days, he said, there was no priestly class. Every man who was fit to be a teacher and who led a moral life became a teacher or a member of the highest class. If the son of a teacher was found to be fitted for trade and commerce he became a member of the second class. If this son's son was adapted to agricultural pursuits he was enrolled in the third class, and if he, in turn, had a son qualified only for menial service he became one of the fourth, or lowest class. If the menial had a son fit to be a teacher he became one in spite of his low parentage.

By and by, however, said the speaker, the teachers became numerous and formed a union, calling themselves Brahmins. The traders and agriculturists did likewise, and the institution of caste was established. Soon the Brahmins arrogated to themselves the sole right to teach.

Mr. Gandhi described the life of the people of India in the early days as "simple, scientific, and wise." It consisted, he said, of four stages. The first, say from the age of seven to twenty-one, was the life of a student. The child was sent to a teacher on a day determined by consulting astronomical conditions, and he remained with his master for ten or twelve years, obeying his commands and leading the life of spiritual service which was then considered necessary to proper study. The teacher studied the boy's mind and adapted his teaching to its peculiarities.

At the end of this season of "purity, self-denial, and service," continued Mr. Gandhi, the young man became a householder, a man of family. He earned money, took part in the business, social, and intellectual life of his community and did his part toward helping the poor and needy. Then, when he felt that it was time for him to step aside and let younger men take his place, he entered the third stage. He retired; in the language of the East, he became a "dweller in the forest," where he strove to quiet the ambitions and desires of the active life he had been leading.

The fourth stage was that of renunciation, the giving up of all the ties of the lower nature and devotion to the higher spiritual teachings. That was the monk's life. The man then became a teacher.

Opposition to the System.

This system of the four-fold division of life was opposed, said Mr. Gandhi, by the Buddhists and Jainists, who believed that, since death might come at any moment, man could not afford to wait for so gradual an evolution of his nature into the higher state. It was, however, a system which made unknown in India such ills as the nervous prostration so common in this country. These ills, he urged, the American people might avoid by changing the manner of their life so as to make the religious life and the secular life one.

Both Buddhism and Jainism, Mr. Gandhi said, opposed the caste system, which, he declared, was an innovation and was responsible for keeping India down. Buddhism, the speaker said, was a democracy. It taught the equality of all men and was an admirable system save in the one respect, that it preached the non-existence of the soul entity. It sought to destroy the basis of the Hindu metaphysical system and it failed.

The Jainists gave the people of India a code by which all the Scriptures of the world could be interpreted and harmonized. They taught that the caste system was the product of the arrogance and pride and weakness of the mind of man, and that it was inevitable among all peoples. The only difference was that while in India the castes were vertical and stood side by side without crowding, in this country the castes were horizontal and each higher pressed upon and crushed the one below. The Jainists taught also, he said, that the source of error was in the mind and that pure living was the only remedy. In that way, with the aid of the Buddhists, they exterminated the old custom of sacrifice, which now prevailed only in the City of Calcutta.

The Juggernaut Legend.

Mr. Gandhi, commenting on the errors prevalent in this country concerning the religious beliefs and practices of India, spoke of the legend about people throwing themselves under the car of Juggernaut. That was an English calumny, he said, started by the missionaries. Every ten or twelve years, he explained, a new image of the god was provided, which was hauled to the temple on a great car drawn by thousands of people and attended by a vast concourse. It was possible that some accidents may have happened on occasions like this, but to say that the people of India threw themselves under the car of Juggernaut was just as correct as it would be for him, after seeing an accident in the streets of New York, to go back to India and tell the people that Americans were in the habit of throwing themselves under cable cars. Of like nature he pronounced the stories about mothers throwing babes into the Ganges, of which, he declared, he never heard until he came to this country.

FOR THE WEEK OF PRAYER.

Annual Invitation of the Evangelical Alliance Issued.

The invitation of the Evangelical Alliance for the annual week of united and universal prayer at the beginning of the year was issued on Saturday, together with a list of subjects for special prayer during the week between Jan. 2 and 9, 1898. An address to the Christians of the world signed by Presidents of branches of the alliance in many countries says:

Brethren in the Spiritual Family of God: As we are one in calling, one in privilege, one in hope—let us be one in prayer. We have need to pray. We need the spirit of unity and love in order to overcome the influences that would draw us apart. We need the spirit of enlightenment, that we may "have understanding of all times," and "know what Israel ought to do." We need the spirit of quickening and of power, that we may fulfill the office committed to us of witnessing to the world of our divine Saviour and Lord.

We feel this need to be all the more urgent because many around us are teaching that the world is to be saved by human agencies of government or science, while others are teaching that it is to be saved by ecclesiastical authority. Let those who hold that salvation is of the Lord, and that of grace through faith, prove themselves to be of the true Church, by their united efforts to spread the Gospel, and by their one cry to Heaven for the continued and enlarged outpouring of the spirit of God! We have encouragement to pray. Our prayers have been heard in the past. Let us renew them with increased faith and fervor.

These topics are suggested during the week of prayer: Sunday, Jan. 2, Sermons; Monday, Jan. 3, Confession and Thanksgiving; Tuesday, Jan. 4, The Church Universal; Wednesday, Jan. 5, Nations and Their Rulers; Thursday, Jan. 6, Families and Schools; Friday, Jan. 7, Foreign Missions; Saturday, Jan. 8, Home Missions; Sunday, Jan. 9, Sermons.

THE REV. DR. WILSON'S SERMON.

Says He Is Thankful for Being Able to Live in New York.

The Rev. Dr. J. O. Wilson of St. Andrew's Methodist Episcopal Church, West Seventy-sixth Street, in his sermon, entitled "Are You in Debt?" said yesterday:

"New York is good enough for me. I don't know any place that is better, and I have lived in many cities. I have been in Chicago and I have no idea of ever going there again. I don't wonder that the Presiding Elder said that all the preachers want to go to heaven by way of New York. "New York may not be 100 per cent. better than other cities, but it is not 100 per cent. worse. We are under great obligations to Almighty God for the place we live in."

Dr. Wilson opened his sermon by telling the story of the false steward and the dishonest merchants, from Luke, xvi. Then he mentioned the items charged to man's account on God's books, and proved that man was hopelessly in debt to God.

"Sometimes," he continued, "we hear people talk of the good old times. Out with the good old times! They are not as good as those in which we live. The good old days, indeed! There never were such days. I would rather be alive to-day than to have knelt at the feet of Jesus Christ, for the God of the old days is the God of New York."

COST OF FOREIGN MISSIONS.

Little of the Money Contributed Is Used for Home Expenses.

In answer to the oft-repeated criticism that only a comparatively small portion of the money contributed to the cause of foreign missions reaches the heathen, the remainder being used by the societies for expenses of administration, the American Board of Commissioners for Foreign Missions, the oldest foreign missionary organization in the United States, has just issued a statement, in which it says:

"The facts are stated plainly in each annual report of the board, but multitudes do not consider them. Were they to do so, such absurd statements as the one sometimes made that it takes a dollar to send a dollar to the heathen would be silenced forever. The exact truth is that 92½ per cent. of all the receipts of the board go directly to missions abroad, while the remaining 7½ per cent. are needed to cover all cost of collecting and transmitting funds, including agencies, correspondence, publications of all sorts, and all salaries in every department.

"We believe that few business enterprises in our own land, whether conducted by individuals or corporations, can make a better showing as to the cost of administration than this, and when it is remembered that the business stretches over not only the greater portion of the United States, but that it is conducted in twenty distant missions in as many different sections of the wide world, thus involving, of course, extra cost, the percentage will be seen to be remarkably low. During the financial year just closed, 1896-7, the total expenditure was $688,414.20. The distribution will best understood by indicating what portion of each hundred dollars was used in each line of expenditure, as follows: Three missions in Africa, $6.75; Turkish missions, $31.52; two Indian and Ceylon missions, $17.11; the four China missions, $14.06; the Japan mission, $10.40; the Sandwich Islands, 86 cents; Micronesia and the "Morning Star," $5.63; three missions in Papal lands, $6.13; amount used directly for missions, $92.46. For agencies, in New York, Chicago, San Francisco, with expenses of missionaries and others in visiting churches, associations, &c., $2.23; for publications of all kinds, periodicals, reports, sketches, maps, tracts, &c., $1.44; for salaries of officers and clerks, postage, rent, and other items, $3.87; amount used for home expenditure, $7.54.

"In examining the insurance department reports of more than a score of the principal life insurance companies of the United States for 1896, it appears that only two of them can report that the ratio of 'management expenses' to income is less than 12 per cent. In most cases the expenses have been from 16 to 20 per cent., some of them even higher. The lowest of them all is 10.55 per cent., and this fact is commented upon as indicating great care and economy in management. It should be borne in mind, moreover, that should the receipts of the board increase to a million dollars annually, as they ought to, the cost of administration would be increased but slightly, and the percentage of expenditure in that department would be materially reduced."

BROADWAY AND ELEVENTH STREET STORE.
JAMES McCREERY & CO.

DRESS PATTERNS.

In the Basement Salesroom.

Tables and counters filled with choice lengths of plain, mixed and fancy woven goods; every dress length containing an adequate quantity, $1.75, $2.50, $3.00, $3.50 & $4.50 each.

Fine Crochet Suitings, in double widths, 25 cents per yard.

50 inch Covert Cloth with Bedford stripe, very stylish; until now $1.00 per yard, to be cut in Dress lengths, at 50 cents per yard.

Brush-finished Scotch Wool Cheviots, 50 inches wide, 50 cents per yard.

Suit lengths of Ladies' Cloth, in Winter shades, $5.00 Each.

Dress patterns with accompanying Waist or Blouse lengths, trimmed with Velvet Appliqué, $6.00 Each.

Shorter lengths of this season's rich goods also ready for sale.

JAMES McCREERY & CO., Broadway and 11th St.

DR. SILVERMAN ON MORALITY.

No External Force, He Says, Applied to Men Can Make Them Honest.

The subject of Dr. Silverman's lecture at the Temple Emanu-El, Fifth Avenue and Forty-third Street, yesterday morning, was "The Need of a Power to Enforce Morality." Dr. Silverman said in part:

"If a stranger from another planet, from an ideal world, where perfection was a reality, were transplanted to our globe, he would regard the uniformed policeman with some surprise and with unfeigned curiosity would inquire as to his office and function. And I imagine that his surprise would increase when he learned that the uniformed officer's duty was to keep the peace, that he was the visible conscience of the people reminding them that there is a distinction between right and wrong. What wonder would possess this stranger were he to enter our courts and see men wrangling and disputing about rights and wrongs and losses, and then learn that the Judge and jury were there to dispense justice.

"If this foreigner should then see our coast defenses and armories and militia and navy and infantry, and learn that these instruments of warfare were for the purpose of preserving the National honor, our rights and liberties against rebellion at home and aggression from without, what would be his astonishment? If then our visitor should learn that in other countries there were more police, more courts, and greater armies, would he not conclude that he had fallen upon an uncivilized planet and not one that boasts of much progress and culture?

"The very fact that our streets must be patrolled by police both night and day, that the machinery of the courts is glutted with litigations, that even America, to say nothing of European countries, must maintain a standing army, is proof conclusive that power is needed to enforce the principles of right conduct. The policeman's club is the people's conscience.

"But even these outward manifestations of force do not cause men to do the right. They merely serve as a means to prevent violent offenses and aggression. The police force and armies are not moral agents. What we still need, notwithstanding the guardians of the city's peace and the Nation's honor, is some power that will make men honest. Not even education and culture are sufficiently strong to act as moral forces. All attempts to round morals upon expediency or upon external force, or even upon education, must fail. Morality is not policy or pretense or learning, but the doing of good in obedience to the will of God. Religion is the most potent moral agency of humanity. God is the real conscience of mankind."

LECTURES.

COLUMBIA UNIVERSITY LECTURES.
FOR DECEMBER.
AT COOPER UNION Tuesdays, 8 P. M.—Mr. CHARLES SPRAGUE SMITH, "Old Norseland." No tickets required.
AT METROPOLITAN MUSEUM OF ART, Saturdays, 4, 11, 18, 3 P. M.—Mr. EDWIN HOWLAND BLASHFIELD, "The Decorative Painting of the Italian Renaissance and Its Modern Lessons." No tickets required.
AT AMERICAN MUSEUM OF NATURAL HISTORY, Saturdays, 4, 11, 18, 8 P. M.—Prof. JAMES E. KEMP, "The Formation and Structures of the Crystalline Rocks." Apply for tickets to the Secretary of Columbia University.

AMUSEMENTS.

5TH AV. TO-NIGHT THEATRE, B'way & 28th St. Edwin Knowles.....Manager. First American appearance of the distinguished European actress ALEXANDRA VIARDA In Richard Voss's powerful 4-act play, entitled ALEXANDRA, Supported by a competent company of English-speaking players. Every evening at 8:30. Matinée Saturday at 2.

CARNEGIE HALL. To-Night at 8:15. GRAND CONCERT FOR THE BENEFIT OF THE N. Y. Medical College and Hospital for Women. Anton Seidl and His Orchestra. SOLOISTS: Maud Powell, Mary Louise Clary, Cornelia Ryas and Pol Plancon. POPULAR PRICES. Seats at Schuberth's, Tyson's, leading hotels, and box office.

BILLIARD TOURNAMENT. For the World's Championship. Schaefer, Ives, Slosson, Daly, Sutton. At Madison Sq. Garden Concert Hall. 18-inch Balke line amended rules, 500 points. Monday evening, Nov. 29, Schaefer vs. Daly. Tuesday afternoon, Nov. 30, Slosson vs. Sutton. Tuesday evening, Nov. 30, Ives vs. Daly. Reserved seats, $1 and $1.50, for sale at the BRUNSWICK-BALKE-COLLENDER CO.'S Warerooms, 860 Broadway. Games begin promptly at 8 P. M. and 3 P. M.

WEBER & FIELDS' MUSIC HALL. Mat. Wed. & Sat. LAST THREE DAYS OF THE GLAD HAND AND VESTA TILLEY. In Olio: VESTA TILLEY & LEW DOCKSTADER. THURSDAY, DEC. 2, NEW BURLESQUE. POUSSE CAFE; Or, The Worst Born.

ACADEMY OF MUSIC. 14th St. & Irving Pl. "A GREAT SUCCESS."—N. Y. HERALD. THE WHITE HEATHER. Greater than "THE SPORTING DUCHESS." Mats. Wed. & Sat., 2. Eve., 8:15.

KOSTER & BIAL'S ADM., 50c. MAT. SAT. ANNA HELD NIGHTLY AT 11:03 and all Matinées. MARIE LLOYD and other foreign stars.

GRAND OPERA HOUSE. 23d St. and 8th Av. Mats. Wed. and Sat. THE SILVER KING.

AMUSEMENTS.

KNICKERBOCKER THEATRE. NEXT FRIDAY, December 3, at 1:30 SHARP, ACTORS' FUND BENEFIT. JOHN DREW and MAUDE ADAMS, together, in "Mrs. Hilary Regrets." NAT GOODWIN, with MAXINE ELLIOTT, his company, and ANDREW MACK, in his second act "The Rivals." Mme. VIARDA & her company. "Uncle Jim;" an act by "SIGN OF THE CROSS" COMPANY, with CHARLES DALTON; LOUIS BRADFIELD, of "In Town" Company; JULIA ARTHUR and her company, in "Mercedes," one-act drama, by T. BAILEY ALDRICH. Management of DANIEL FROHMAN. Seats and Boxes at Knickerbocker Theatre.

LYCEUM 4th Av. & 23d St. Begins at 8.10. Daniel Frohman.....Manager. Matinées Thursday & Sat. THE PRINCESS AND THE BUTTERFLY. PRINCESS AND THE BUTTERFLY. "Will afford the keenest treat to lovers of the drama."—World. "A fine play; positive vitality and charm."—Times. "The night was a festival; presage a long career."—Tribune. "A clever society comedy."—Herald. "No play at the Lyceum had ever been better acted."—Sun. ...INSTANT SUCCESS... of Mr. Pinero's brilliant 3-act comedy-drama of modern society.

LYCEUM THEATRE. DANIEL FROHMAN.....Manager. Under the auspices of the New York College of Music. (ALEXANDER LAMBERT, Director.) LECTURE by MR. WM. J. HENDERSON. Orchestra and its Instruments Explained, Illustrated by the AMERICAN SYMPHONY ORCHESTRA. Sam Franko, Conductor. Tuesday afternoon, Dec. 7th, at 3 o'clock. Tickets, $1 and $1.50 at Box Office.

SEIDL SUBSCRIPTION CONCERTS. THE ASTORIA, 5TH AVE. & 34TH ST. Third Concert, Tuesday, Nov. 30, at 9 P. M. SOLOIST, MR. RAFAEL JOSEFFY. PROGRAMME

The New York Times

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, NOVEMBER 29, 1897. EIGHT PAGES.

Transactions New York Stock Exchange Week Ending Nov. 27, 1897.

Range for Year 1897. Highest.	Lowest.	Saturday's Quotations. Bid.	Ask'd	Net Ch'ge Past Week.	STOCKS. Sales Week Ending Nov. 27, 816,042.	Week Ending Nov. 27. First.	High.	Low.	Last.	Closing a Year Ago.	Sales For Week End. Nov. 27,1897.
26⅞ Sep. 12.	9½ May 28.	21½	22	..	American Cotton Oil	21½	22	21½	22	15	435
80½ Sep. 1.	52¾ Feb. 15.	73⅝	74	— ⅝	American Cotton Oil pf	74¼	74¼	73½	73½	55½	499
118⅞ Nov. 19.	110 Jan. 5.	117	119	..	American Express	118	118	118	118	111	50
15⅛ Aug. 5.	6¼ Nov. 23.	7⅝	7⅞	— ⅝	American Spirits Manufacturing	8¾	8⅞	6¼	8	13¼	15,774
35 Aug. 5.	16⅝ Nov. 23.	17⅝	17¾	— 3	Am. Spirits Manufacturing pf	20¼	20¼	16⅝	17½	31¾	3,689
159½ Sep. 3.	100⅛ Mch. 29.	134⅞	135	+ 3	Am. Sugar Refining Co	131½	135	130⅞	135	117¾	115,480
121⅛ Sep. 14.	100¾ Jan. 7.	112¾	113	+ ½	Am. Sugar Refining Co. pf	110¾	112½	110¾	112½	103	851
93⅝ Aug. 12.	86 Mch. 4.	..	91½	..	Am. Tel. & Cable Co	91½	91½	91½	91½	91	205
90⅝ Aug. 9.	67½ Feb. 15.	80¾	81¼	+ ¼	American Tobacco	81¼	81¾	80⅝	81⅝	75¼	5,294
115 Aug. 6.	108 Feb. 11.	110	113	..	American Tobacco pf	111	111	110	110	101	25
40 Aug. 12.	22½ Apl. 8.	31	34	..	Ann Arbor pf	30	30	30	30	23	100
17 Sep. 18.	9½ Apl. 19.	12⅝	12¾	— ⅛	Atchison, Topeka & Santa Fé	12½	12⅝	12⅜	12⅝	..	1,600
35½ Sep. 18.	17⅛ Apl. 19.	27½	27⅝	+ ⅛	Atchison, Topeka & Santa Fé pf	27	27⅝	26¼	27½	23⅝	9,735
21¼ Sep. 20.	9 July 10.	12⅝	12¾	+ ⅛	Baltimore & Ohio	12¾	12¾	12¾	12¾	17½	400
16½ Aug. 17.	3⅞ Oct. 28.	5⅝	5¾	— ¼	Bay State Gas	6	6	5⅛	5¾	10¼	19,060
37 Sep. 13.	18⅝ Jan. 7.	31⅜	32½	..	Brooklyn Rapid Transit	32	33⅛	30⅝	32	20½	5,855
137 Sep. 13.	85 Jan. 7.	118½	120	+ ⅝	Brooklyn Union Gas	119½	120½	119	119	93	1,595
66¼ Sep. 20.	58 Nov. 22.	57	60	..	Buffalo, Rochester & Pittsburg pf	58	58	58	58	60	300
62⅛ Sep. 10.	44¾ Jan. 13.	52½	53	— 1⅛	Canada Southern	52½	52½	52	52	48⅝	280
81¾ Oct. 14.	46½ Mch. 29.	80¼	80¾	— ½	Canadian Pacific	80	80½	80	80½	57	300
18 Sep. 28.	7⅛ Apl. 20.	10½	11½	— 1½	Central Pacific	11⅝	11⅝	11	11	16¼	419
27½ Aug. 30.	15⅝ Mch. 29.	21¼	21½	+ ¼	Chesapeake & Ohio	21⅝	21⅝	20⅝	21⅜	16½	2,660
166 Mch. 10.	152½ July 27.	160	..	..	Chicago & Alton	160	160	160	160	..	15
102¼ Sep. 20.	68⅝ Jan. 5.	94¾	94⅞	+ 1⅝	Chicago, Burlington & Quincy	93¼	95	92½	94⅞	78¼	59,847
61 Sep. 8.	31¼ June 7.	52½	56	..	Chicago & Eastern Illinois	52¼	52¼	52¼	52¼	..	10
103 Sep. 14.	95 Nov. 8.	95½	100	..	Chicago & Eastern Illinois pf	95	95	95	95	..	310
29⅝ Aug. 12.	8⅝ June 23.	13	13¼	+ ⅝	Chicago Great Western	12⅞	13¼	12½	13¼	5⅝	11,420
43 Sep. 20.	31½ Aug. 26.	33	36	— 3	Chicago Great Western pf. A	36	36	33	33	..	230
33⅛ Sep. 20.	19 Aug. 21.	23⅛	26½	+ ¼	Chicago Great Western pf. B	23½	24¼	23½	24¼	..	250
13 Aug. 31.	8 Oct. 29.	8½	10	+ ¼	Chicago, Ind. & Louisville	8½	8⅝	8½	8⅝	..	350
38¼ Sep. 1.	26 Nov. 8.	26	30	..	Chicago, Ind. & Louisville pf	26	26	26	26	..	19
102 Sep. 15.	69¼ Apl. 19.	92⅜	92⅞	+ ⅝	Chicago, Mil. & St. Paul	91⅝	92⅞	91½	92⅝	74¼	56,419
146 Sep. 4.	130½ Mch. 6.	140⅛	140⅞	+ ¼	Chicago, Mil. & St. Paul pf	140	140⅝	140	140⅝	129⅝	700
132½ Sep. 15.	101¾ Apl. 19.	122	122¼	+ 1½	Chicago & Northwestern	121	122⅞	120½	122	104½	5,530
165½ Sep. 22.	153 Jan. 12.	165	166½	+ 1½	Chicago & Northwestern pf	164½	165	164	165	150	535
97¼ Sep. 20.	60¼ Apl. 19.	87⅝	87¾	+ ⅞	Chicago, Rock Island & Pacific	86¼	87⅞	86	87¾	69⅛	27,180
41½ Sep. 15.	21¼ June 1.	33	33½	— ¾	Cleveland, Cin., Chi. & St. L.	33	33	32¼	32½	30½	200
86½ Sep. 8.	63 June 16.	78	81	..	Cleveland., Cin., Chi. & St. L. pf	80	80	80	80	..	100
41 Nov. 26.	39 Nov. 3.	40½	43	..	Cleveland, Lorain & Wheeling pf	41	41	41	41	..	123
5 Aug. 13.	2 Oct. 15.	2½	5	..	Colorado Coal & Iron, Dev., pf	2½	2½	2½	2½	2⅛	100
27⅛ Sep. 14.	15¼ June 28.	20¼	22	..	Colorado Fuel & Iron	20	21	20	21	..	500
7¾ Aug. 12.	⅝ June 4.	5½	6¼	..	Columbus & Hocking Coal, all in. pd.	5	5⅝	5	5⅝	5½	300
18 Jan. 18.	1½ Apl. 30.	4½	5	..	Columbus, Hocking Valley & Toledo	4¾	5	4¾	5	18	300
46 Jan. 1.	14 Aug. 3.	18	20	..	Columbus, Hock. Val. & Toledo pf	18	18¼	18	18¼	54	200
241⅞ Sep. 16.	136½ Jan. 2.	185	185½	— 5⅛	Consolidated Gas	191	194	181½	185½	161	25,136
90½ July 29.	80 June 16.	85	90	..	Consolidated Ice pf	89	90	89	90	...	29
123 Sep. 18.	99⅝ Apl. 11.	108½	109	..	Delaware & Hudson	109¼	109¾	107	108¾	126¼	2,616
164 April 12.	146½ May 20.	154	155	..	Del., Lack. & Western	155	155	155	155	157¾	240
50½ Aug. 16.	36 Apl. 26.	44	44¼	— 1⅛	Denver & Rio Grande pf	43⅝	43⅝	43⅜	43⅝	43¾	100
60 Nov. 9.	20 Jan. 5.	...	...	— 1¾	Detroit Gas	55½	55⅝	55½	55⅝	...	300
132½ Sep. 17.	101⅝ Jan. 2.	123	125	..	Edison Elec. Ill. of N. Y.	125	125	125	125	100½	120
115¼ Aug. 9.	98½ Mch 2.	107	110	..	Edison Elec. Ill. of Brooklyn	107	107	106½	106½	...	37
19 Sep. 16.	11½ Apl. 19.	14⅝	14¾	— ¼	Erie	14½	14⅝	14½	14⅝	15½	520
40⅝ Sep. 16.	27 Apl. 19.	35⅜	36	— ⅝	Erie 1st pf	35½	35¾	35	35¾	35½	1,193
27⅜ Aug. 12.	15½ May 24.	19½	20	— ¾	Erie 2d pf	19	19	19	19	...	159
20 Sep. 2.	10 Aug. 14.	...	...	..	Fort Worth & Denver City	15	15	15	15	...	3
41⅜ Sep. 15.	28⅜ May 17.	32¼	32½	— ¼	General Electric	32¼	32¼	31⅝	32¼	32	810
101 Sep. 20.	81½ July 31.	94	98½	— 1¼	H. B. Claflin Co	95	95	95	95	...	100
40 Nov. 6.	35 Mch. 5.	39	...	..	Homestake	40	40	40	40	...	20
110⅜ Aug. 7.	91½ Apl. 10.	101	101½	+ ½	Illinois Central	100⅞	101½	100⅜	101½	95	818
50 Aug. 30.	29½ Apl. 29.	42	45	— ¼	Illinois Steel Co	43	43	41	43	50½	950
13½ Sep. 4.	6 Apl. 5.	9¼	10	+ ¼	Iowa Central	9	9½	9	9½	8⅝	330
41⅜ Sep. 4.	23 June 8.	32	34	+ 1¼	Iowa Central pf	31	32¼	31	32¼	29½	400
26⅞ Sep. 10.	23 Sep. 21.	23½	24	+ 1⅝	Kansas City, Pittsburg & Gulf	23¼	24	23¼	23⅞	...	1,384
49⅝ Aug. 31.	22 May 4.	41¼	41⅝	+ ½	Laclede Gas	41	41½	40	41½	24	900
96 Aug. 31.	70¼ Mch. 21.	90	95	..	Laclede Gas pf	95	95	95	95	72	121
22½ Sep. 20.	13 May 11.	15½	16½	..	Lake Erie & Western	15	15½	15	15½	18½	750
79⅞ Sep. 20.	58¼ Apl. 11.	69	69½	..	Lake Erie & Western pf	68¼	69¼	68	69¼	72	838
181 Sep. 16.	152 Jan. 2.	170	171½	+ 1	Lake Shore	171	171	171	171	152½	180
63⅞ Sep. 3.	40½ Apl. 19.	54⅝	54⅝	..	Louisville & Nashville	54½	54⅞	53⅞	54⅝	49¼	14,590
113 Sep. 10.	81⅝ May 6.	102⅝	102¾	+ 4¾	Manhattan Con	98¼	103½	98¼	102¾	93⅞	70,755
•50 May 11.	40 July 6.	40	50	..	Maryland Coal pf	46	46	46	46	...	5
116 Nov. 23.	99¾ Oct. 15.	114¼	115	+ 4¾	Metropolitan Street Railway	110	116	110	114	...	19,642
111¾ Sep. 6.	90 Jan. 28.	103	103¼	— ½	Michigan Central	102¾	103	102¾	103	91	313
31½ Sep. 16.	16 May 14.	26½	27½	..	Minneapolis & St. Louis	23	26½	23	26½	20	1,170
90 Sep. 16.	77¾ Mch. 18.	87	89	..	Minneapolis & St. Louis 1st pf	87	87	87	87	...	10
62¾ Sep. 16.	46 Feb. 16.	56	58½	+ 2	Minneapolis & St. Louis 2d pf	52¼	54	52¼	54	48	500
60 Aug. 31.	38 Apl. 14.	58	59½	..	Minnesota Iron	58	58	58	58	60⅝	100
16⅞ Sep. 16.	10 Apl. 19.	12¾	13½	..	Missouri, Kansas & Texas	13½	13½	13½	13½	13⅞	20
42 Sep. 15.	24¾ Apl. 19.	33⅜	34	+ ⅜	Missouri, Kansas & Texas pf	33¼	34	32½	34	28¾	3,175
40¼ Jan. 7.	10 May 6.	29¼	29⅝	+ ⅝	Missouri Pacific	28¼	29⅝	27⅞	29⅝	22½	11,321
32 Aug. 19.	18 June 3.	25½	26½	— 1½	Mobile & Ohio	24	24	24	24	22½	100
170 Sep. 25.	162½ June 11.	169	...	..	Morris & Essex	169	169	169	169	...	20
44 Sep. 10.	21⅞ Feb. 16.	33½	34	— 1⅝	National Lead Co	33⅝	33⅝	32½	32⅝	25¼	1,423
109⅝ Sep. 10.	88⅝ Feb. 13.	102	103¼	..	National Lead Co. pf	104⅝	104⅝	104⅝	104⅝	88	280
23½ Aug. 31.	10 May 13.	16	17½	— ¼	National Linseed Oil	17½	17¾	17	17	16	300
8½ Aug. 31.	4⅜ May 28.	6	8	..	New Central Coal	6	6	•6	6	...	100
103½ Jan. 19.	68½ May 24.	85⅜	85⅝	— ⅝	New Jersey Central	85⅜	85⅜	82⅝	85½	108⅜	25,911
115½ Sep. 16.	92½ Feb. 18.	106¼	106½	+ 1	New York Central	106⅝	106⅝	105¼	106⅜	95	6,635
185½ Sep. 20.	160 Feb. 11.	179	181	..	New York, New Haven & Hartford	180	180	180	180	180½	5
17⅝ Sep. 3.	11 Feb. 11.	13¾	14	— ⅜	New York, Chicago & St. Louis	13⅝	13⅞	13⅝	13⅞	12¼	200
20 Oct. 2.	6½ May 28.	18	19	..	New York, Susquehanna & Western	17½	17⅞	17½	17⅝	10	550
45 Sep. 17.	18¾ May 20.	33⅜	34	..	New York, Sus. & Western pf	33⅝	34	32½	34	27	700
17¼ Sep. 10.	9 Apl. 19.	13	14½	..	Norfolk & Western	13⅝	13⅝	13½	13⅝	...	60
45¾ Sep. 4.	22½ May 5.	42⅞	43¼	+ ½	Norfolk & Western pf	42½	43¼	42½	43¼	...	855
6⅝ Aug. 13.	⅜ Apl. 20.	4½	4⅝	+ ⅛	North American	4	4½	4	4½	5¼	220
21⅞ Sep. 16.	11 Apl. 19.	19⅜	19¼	+ 1⅜	Northern Pacific	18¼	19½	18¼	19⅜	...	19,246
57 Sep. 16.	32¼ Jan. 5.	55⅝	56⅞	+ 3½	Northern Pacific pf	53¾	56⅞	53¼	56⅞	...	100,247
•5½ Nov. 24.	•5½ Nov. 24.	5	8	..	Omaha & St. Louis	5½	5½	5¼	5½	...	5
15½ Oct. 16.	12 Nov. 8.	13½	15½	..	Oregon Imp., 3d. in. pd	15	15	14	14	...	350
20½ Sep. 11.	12¾ Apl. 19.	15¼	15⅝	..	Ontario & Western	15	15¼	15	15¼	15⅝	2,735
41 Sep. 10.	16 Jan. 8.	34	38	— 2	Oregon Railroad & Navigation	34	34	34	34	...	300
73½ Sep. 11.	37⅝ Jan. 8.	67½	70	— 1	Oregon Railroad & Navigation pf	67½	67½	67½	67½	...	100
23⅝ Aug. 16.	17⅝ July 9.	18	19	..	Oregon Short Line	18½	18⅝	18	18	...	380
39¼ Sep. 2.	24 Jan. 9.	29½	29⅝	— ¼	Pacific Mail	30⅜	30⅜	29	29⅝	26	3,905
119 Sep. 20.	100½ Nov. 9.	110⅝	111¼	+ ⅝	Pennsylvania Railroad	110	110⅝	109¾	110⅝	...	2,965
8¾ Aug. 17.	¼ June 2.	⅝	1½	— ⅛	Peoria, Decatur & Evansville	⅝	⅝	½	½	...	200
98½ Nov. 13.	91 Nov. 26.	93	98¼	— ¾	People's Gas of Chicago	92⅝	98½	91	98¼	...	55,835
34½ Nov. 10.	11½ Mch. 29.	33½	34	+ ½	Pitts., Cin., Chi. & St. L.	33	33⅝	33	33½	14½	2,335
70½ Oct. 20.	44⅜ June 25.	65½	66	+ ½	Pitts., Cin., Chi. & St. L. pf	66	66	66	66	...	100
185 Sep. 16.	152 Jan. 2.	170	172	+ ½	Pullman Palace Car Company	170⅝	171	170	171	156¼	1,025
29¼ Sep. 20.	16⅜ Apl. 19.	21½	21⅝	+ ½	Reading	20⅝	21⅝	20½	21⅝	...	1,025
57⅝ Sep. 20.	38½ Apl. 19.	47⅛	47⅝	+ 1¼	Reading 1st pf	46	47⅝	46	47⅝	...	3,000
35⅞ Sep. 20.	22½ Apl. 10.	26⅜	27¼	+ 1	Reading 2d pf	25⅝	27	25½	27	...	500
59⅝ Sep. 16	38½ June 25.	53½	54	..	Rio Grande Western pf	53	53	53	53	...	113
9¾ Sep. 2.	3½ June 14.	6¼	6⅜	+ ⅛	St. Joseph & Grand Island	6¼	6¼	6¼	6¼	...	220
52 Sep. 1.	37⅜ June 10.	45	45½	+ 2½	St. Joseph & Grand Island 1st pf	45	45½	45	45½	...	355
9 Aug. 12.	4 Apl. 19.	6⅝	7	+ ⅛	St. Louis & San Francisco	6¼	6⅝	6¼	6⅝	...	1,982
57¼ Aug. 12.	37 Jan. 20.	54⅝	55	+ ⅛	St. Louis & San Francisco 1st pf	53¾	55	53	54⅝	...	2,754
22⅜ Aug. 12.	12 Apl. 15.	21½	22	+ ⅛	St. Louis & San Francisco 2d pf	20⅜	21⅜	20⅜	21⅜	...	1,532
7 Aug. 16.	1 Apl. 1.	4⅝	...	— ⅛	St. Louis Southwestern	4¾	4¾	4¾	4¾	...	100
14⅜ Sep. 3.	3¼ Apl. 1.	9¼	10	— ½	St. Louis Southwestern pf	9¼	9¼	9¼	9½	10⅝	100
30 Sep. 10.	20 Jan. 4.	21	25	..	St. Paul & Duluth	21	21	21	21	...	100
87¼ Oct. 4.	75 Apl. 20.	82	87	— 1	St. Paul & Duluth pf	81	81	81	81	...	227
125 Aug. 6.	114 Jan. 28.	122	124	..	St. Paul, Minn. & Manitoba	123	123	123	123	...	50
80½ Sep. 16.	47 Jan. 2.	77⅛	77¾	+ ¼	St. Paul & Omaha	77	78	76	77½	45¼	4,240
148 July 26.	133 Jan. 18.	146	147	+ 1	St. Paul & Omaha pf	146	146	146	146	126	140
23¼ Sep. 8.	13½ Jan. 18.	20¼	20¾	+ ½	Southern Pacific	19⅝	20½	19⅝	20½	15⅝	1,580
12¾ Sep. 10	7 Apl. 19.	8⅞	9	— ⅛	Southern Railway	9¼	9¼	8⅝	8⅞	10	2,136
38⅝ Sep. 10	22¾ Apl. 19.	29½	29¾	— ½	Southern Railway pf	29¼	29⅝	28⅝	29½	28¼	2,131
11¾ Jan. 19.	3½ Jan. 29.	4¼	4½	..	Standard Rope & Twine	4⅜	4⅜	4¼	4¼	12¼	480
35½ Sep. 9.	17 May 20.	24½	24¾	— ¼	Tennessee Coal & Iron	24¼	24¾	23	24¾	28¾	4,910
15 Oct. 30.	8 Apl. 1.	11	11¼	..	Texas Pacific	10⅝	11¼	10⅝	11	9⅜	2,200
161 March 15.	146 May 21.	146	148	..	Third Avenue	146	146	146	146	...	100
27⅜ Oct. 20.	4⅛ Apl. 19.	23¼	23⅝	— 1	Union Pacific, 2d and all in. pd	18¾	24	18¾	23⅝	...	22,885
11⅜ Sep. 23.	1 Apl. 24.	7	7¼	+ ⅛	Union Pacific, Denver & Gulf, t. r.	7	7¼	7	7¼	...	1,105
48 July 23.	39 Mch. 19.	40	42	..	United States Express	40	40	40	40	45	165

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THE NEW YORK TIMES
(MONDAY EDITION,)
WITH FINANCIAL SUPPLEMENT,
$1 PER ANNUM.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, Nov. 27, total transactions included $16,042 shares of stock, $6,500,500 bonds, with $118,500 Government and $134,500 State bonds.

The week's dealing compare as follows with those of the corresponding week last year:

STOCKS.

	Nov. 28, '96.	Nov. 27, '97.	Differences.
Railroad and mis	738,691	$16,042	Inc. 77,351
Bank	25	181	Inc. 156
Mining	....	5,920	Inc. 5,920

BONDS.

Railroad and mis	$6,368,100	$6,500,500	Inc. $132,400
State	11,500	134,500	Inc. 123,000
Gov't	327,000	118,500	Dec. 208,500

***

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Sugar Refs.....3
Chi. & Northwest..1¼
Chi. & Northwest pf.1¾
C., B. & Qy.....1⅝
Iowa Central pf.....1¼
K. C., P. & G.....1⅜
Lake Shore 1
Manhattan 4⅜
Met. St. Ry.....4⅜
Minn. & St. L. 2d pf.2
N. Y. Central.....1
Nor. Pacific 1⅝
Nor. Pacific pf.....3½
Reading 1st pf.....1¼
Reading 2d pf.....1¼
St. Jo. & G. I. 1st pf.2½
St. P. & O. pf.....1
U. S. Rubber pf.....2⅝
West. Union Beef...1¾

Stocks Declined.

Am. Sp. Mfg. pf.....2
Can. Southern 1½
Central Pacific 1¼
Chi. Gt. West. pf., A.3
Consol. Gas .....¾
Den. & R. G. pf.....1½
Detroit Gas 1¾
H. B. Claflin.....1¾
Mobile & Ohio.....1½
Nat. Lead 1⅝
O. R. & Nav.....2
O. R. & Nav. pf.....1
St. P. & Duluth pf.....1
U. P., all in. pd.....1

***

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

Am. Dock & Imp. 5s.1
A., T. & S. F. adj.....1
B., R. & P. 5s.....1
C. & O. con. 5s.....1
C. & O., R. & A. 2d con. 1
Cin., D. & I. 1st....1¼
Col. Mid. 4s, all in pd.1½
Detroit Gas 5s.....1¼
Ed. El. Ill. of N. Y. 1st 1
Ev. & T. H. gen....3
G., H. & San A. 2d..1¼
Iron Mt. gen.....1½
K. C., P. & G. 1st...2½
Kan. & Texas 1st...1½
K. & T. of Tex. 5s...2
Mil. & Nor. 1st, 1910.1¾
Mo. Pacific con.....1
N., C & St. L. con...1½
Nor. Pac. gen. lien..1¼
O. R. & Nav. 1st....1
St. P., 1st, C. & Mo. 7s 1½
St. P. 1st, C. & Mo. R. 5s 1½
St. P. 1st, H. & Dak. 7s 1½
S. P., Ariz. 1st.....1½
S. P., Cal. con. 5s...1¼
Texas Pacific 1st.....1½
West Shore 4s, reg...1
Wilkes. & East. 1st.1

Bonds Declined.

Rome, W. & O. con..1
Stand. R. & T. inc...1¼
Tol. & O. C. 1st.....1

CALENDAR FOR THE WEEK

Monday, Nov. 29.

Chicago, Burlington and Quincy. Books reopen.
Laclede Gas Light Company, St. Louis. Books close for dividend on preferred stock.
New Amsterdam Gas Company. Special meeting.
Third Avenue Railroad. Dividend payable.

Tuesday, Nov. 30.

Boston and Maine. Books close for dividend.
Mexican Northern. Dividend payable.
Pennsylvania. Dividend payable. Books reopen.
Philadelphia Traction. Annual meeting.
Third Avenue Railroad. Books reopen.
Weisbach Commercial Company. Books close for dividend.

Wednesday, Dec. 1.

Adams Express. Dividend payable.
American Cotton Oil. Dividend payable on preferred stock.
American Gas Company, Philadelphia. Dividend payable.
Bank of Montreal. Dividend payable and books reopen.
Boston Woven Hose Company. Dividend payable.
Brooklyn Union Gas Company. Dividend payable.
Central Massachusetts. Dividend payable.
Chicago and Alton. Dividend payable on common and preferred stocks.
Cleveland and Pittsburg. Dividend payable.
Consolidated Gas Company, New York. Books close for dividend.
Consolidated Gas Company, Baltimore. Dividend payable.
Glucose Sugar Refining. Dividend payable on preferred stock.
Great Falls Manufacturing Company. Dividend payable.
Hecker-Jones-Jewell Milling. Dividend payable on preferred stock.
International Elevating Company. Annual meeting.
Mexican Northern. Books reopen after dividend.
Osceola Mining. Books close for dividend.
Pacific Mail Steamship Company. Dividend payable.
Pacific Mills, Boston. Dividend payable.
Philadelphia Traction. Books reopen after meeting.
Stillwell-Bierce & Smith-Vaile Company. Dividend payable. Books reopen.
Tamarack Mining. Books close for dividend.
United States Oil Company. Dividend payable. Books reopen.

Thursday, Dec. 2.

Adams Express. Books reopen after dividend.
Boston Woven Hose Company. Books reopen after dividend.
Central Massachusetts. Books reopen after dividend.
Chicago and Alton. Books reopen after dividend.
Cleveland and Pittsburg. Books reopen after dividend.

Consolidated Gas Company, Baltimore. Books reopen after dividend.
Glucose Sugar Refining. Books reopen after dividend.
Great Falls Manufacturing Company. Books reopen after dividend.
Hecker-Jones-Jewell Milling. Books reopen after dividend.
International Elevating Company. Books reopen after meeting.
Pacific Mail Steamship Company. Books reopen after dividend.
Pacific Mills, Boston. Books reopen after dividend.
Southern and Atlantic Telegraph Company. Annual meeting.
Troy City Street Railway. Books close for dividend.

Friday, Dec. 3.

American Cotton Oil. Books reopen after payment of dividend on preferred stock.
Diamond Match Company. Books close for dividend.

Saturday, Dec. 4.

American Express. Books close for dividend.
Chestnut Hill. Dividend payable.
Merchants' Trust Company, Philadelphia. Books close for dividend.
Philadelphia, Germantown and Norristown. Dividend payable.

MONEY AND EXCHANGE.

Money on call, 1½@2 per cent.

Time money, 2½ per cent. for thirty to sixty days, 3 per cent. for ninety days to five months, 3½ per cent. for six months. Commercial paper rates, 3@3¼ per cent. for indorsed bills receivable, 3½@4½ per cent. for first-class single names, and 4½@5½ per cent. for good single names.

The Bank of England gained £478,634 bullion in the week ended Thursday last, and the percentage of reserve to liabilities, which in the previous week was 48.29, became 49.70 per cent. The Bank of England rate of discount was unchanged at 3 per cent. The Bank of France showed an increase in gold of 2,400,000f and in silver of 1,150,000f.

Foreign exchange was firm. Posted rates, $4.83½ for sixty days and $4.86½ for demand. Actual business was done on Saturday at $4.82⅞@4.83 for sixty-day bills, $4.85¾ for demand, $4.86 for cable transfers, and $4.82½@4.83 for commercial.

In Continental, francs quoted at 5.20⅝ for long and 5.18¾ for short; reichsmarks at 94⅝ and 95⅝@95 7-16, and guilders at 40⅜ and 40 5-16.

New York exchange quoted as follows: Chicago—60c premium. Boston—50@5c premium. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. Charleston—Buying, par; selling, ⅛c premium. New Orleans—Commercial, $1.25 discount; bank, par. Savannah—Buying, 1-16c discount; selling, par.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

Bank of England.

		Gold.	Silver.
Nov. 25,	1897	£32,395,667	.....
Nov. 26,	1896	36,060,845	.....

Bank of France.

Nov. 25,	1897	78,614,761	148,388,364
Nov. 26,	1896	77,284,560	49,274,560

Bank of Germany.

Nov. 25,	1897	28,939,000	14,168,000
Nov. 26,	1896	28,740,000	14,706,000

Austria-Hungary.

Nov. 26,	1897	38,196,000	12,391,000
Nov. 26,	1896	30,625,000	12,589,000

Spain.

Nov. 25,	1897	9,228,000	11,010,000
Nov. 26,	1896	8,528,000	9,968,000

Netherlands.

Nov. 25,	1897	2,629,000	6,715,000
Nov. 26,	1896	2,635,000	6,759,000

Belgium.

Nov. 25,	1897	2,820,000	1,410,000
Nov. 26,	1896	2,701,333	1,350,667

Total for the week	£192,822,428	£84,822,364
Total preceding week	190,689,954	83,928,969
Corresponding week last year	186,564,747	94,647,227

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the Port of New York for the week ending Friday last and since the beginning of the year, compared with the returns of the corresponding periods of last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ending last Friday	$7,980,730
Corresponding week, 1896	7,100,815
Since Jan. 1, 1897	440,959,374
Corresponding period, 1896	403,448,770

Exports of Domestic Merchandise.

Week ending last Tuesday	$10,041,468
Corresponding week, 1896	7,721,253
Since Jan. 1, 1897	367,129,885
Corresponding period, 1896	342,086,679

Imports of Specie.

Week ending last Friday	$51,268
Corresponding week, 1896	143,672
Since Jan. 1, 1897	16,292,004
Corresponding period, 1896	87,482,158

Exports of Specie.

Week ending last Friday	$831,639
Corresponding week, 1896	1,111,134
Since Jan. 1, 1897	72,249,081
Corresponding period, 1896	90,194,179

CLEARING HOUSE COMPARISONS.

*Exchanges week ending Nov. 27	$852,151,030
*Balances week ending Nov. 27	41,889,376
Exchanges week ending Nov. 20	728,626,060
Balances week ending Nov. 20	44,443,031
Exchanges week ending Nov. 13	792,006,205
Balances week ending Nov. 13	38,472,103
*Exchanges week ending Nov. 6	725,602,533
*Balances week ending Nov. 6	40,280,182
Exchanges week ending Oct. 30	680,229,861
Balances week ending Oct. 30	41,270,452
Exchanges week ending Oct. 23	764,598,108
Balances week ending Oct. 23	47,110,718
Exchanges week ending Oct. 16	799,310,890
Balances week ending Oct. 16	42,780,840

*Five days.

BULLION STATISTICS.

Silver bullion certificates were quoted on the Stock Exchange at 58¾@59c.

Commercial price of bar silver, 57⅞c per ounce, and Mexican silver dollars at 46⅞c.

Bar silver in London, 27¼d per ounce.

The imports of gold since Jan. 1 have been $13,499,313, and the exports for the same period $29,816,711. The net exports, therefore, have been $16,317,398. The net imports for the same period in 1896 were $31,511,167, against net exports in 1895 of $56,812,144, in 1894 of $70,116,793, and in 1893 of $9,207,107.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Brunswick	.12	.12	.12	.12	5,500
Horn Silver	1.53	1.53	1.53	1.53	320
King. & P.	.24	.24	.24	.24	100
Total sales					5,920

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.03	.03	.03	.03	500
Belcher	.32	.32	.32	.32	200
Brunswick	.11	.12	.11	.12	1,500
Comst. bds.	.04	.04	.04	.04	1,500
C. C. & Va.	1.05	1.05	1.05	1.05	60
Con. Imp.	.03	.03	.03	.03	900
Crip. C. Con.	.10	.10	.10	.10	900
Crown Point	.23	.23	.23	.23	100
Mexican	.34	.37	.34	.37	600
Mol. Gibson	.18	.18	.18	.18	500
Mt. Rosa	.09	.09	.09	.09	2,100
Pharmacist	.09	.09	.09	.09	2,300
Phenix	.04	.04	.04	.04	300
Potosi	.50	.50	.50	.50	600
Portland	.68	.70	.68	.68	600
Savage	.34	.34	.34	.34	300
Sierra Nev.	.62	.62	.60	.60	3,500
Standard	1.70	1.70	1.70	1.70	100
Yellow J'ket	.43	.43	.43	.43	300
Total sales					17,560

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.03	.03⅛	.02½	.03	58,100
Annetta	.44¼	.45	.43	.45	18,000
Anch. Lel.	.98	1.05	.98	1.05	1,800
Argentum	.19½	.19½	.19½	.19½	400
Can. Ball	.002½	.004¼	.002½	.004¼	74,500
C. C. Con.	.06⅝	.09½	.06⅝	.06½	19,500
Elkton	.98	.98	.95	.95½	4,000
Fanny B.	.06	.06	.05⅝	.06	3,800
Garfield Gr.	.04⅜	.04⅜	.04	.04¼	36,200
Gold M'net.	.02⅜	.03⅜	.02⅜	.03⅜	112,600
Gold. Fl'ce.	.58	.58	.50½	.53½	4,200
Isabella	.28¾	.28¾	.27	.27¼	4,100
Jefferson	.04⅜	.06	.04⅜	.05¼	92,000
Justine	.003¼	.008	.002⅜	.005¼	271,200
Miami	.38	.38½	.36¾	.38½	4,000
Mollie Gib.	.18	.18½	.18	.18½	2,000
Mt. Rosa	.09¼	.09¼	.09¼	.09½	2,000
Pharmacist	.07⅜	.08	.07¼	.07⅜	29,400
Portland	.72	.72½	.71	.71	1,400
R. Mount	.13¼	.16	.13	.13½	16,300
Sentinel	.002¼	.002⅜	.002	.002⅜	70,000
Specimen	.04⅛	.04½	.04⅛	.04⅜	2,000
Union	.12¾	.12¾	.12	.12	4,800
Waklorf	.12	.12½	.11	.12	12,500
Work	.04	.05¼	.04	.05¼	28,000
Yukon	.10⅞	.12½	.10⅜	.11¼	8,800
Total sales					871,200

MINING STOCK QUOTATIONS.

SAN FRANCISCO, Nov. 27.—The official closing quotations for mining stocks to-day were as follows:

	Saturday.	Friday.
Alta	.08	.09
Alpha Con.	.08	.09
Andes	.23	.24
Belcher	.21	.23
Best & Belcher	.30	.33
Bullion	.08	.09
Caledonia	.21	.18
Challenge Con.	.22	.24
Chollar	.41	.48
Confidence	*.39	.80
Con. Cal. & Va.	1.10	1.10
Con. Imperial	.02	.01
Con. New York	..	.02
Crown Point	.16	.17
Exchequer	*.01	.01
Gould & Curry	.19	.20
Hale & Norcross	*1.50	1.50
Julia	*.03	.04
Justice	1.19	.50
Kentuck Con.	*.06	.01
Lady Washington Con.	.01	.01
Mexican	.33	.35
Occidental Con.	1.30	1.30
Ophir	.73	.78
Overman	.07	.08
Potosi	.43	.46
Savage	.26	.64
Sierra Nevada	.60	.64
Silver Hill	*.04	.04
Standard	1.55	1.55
Union Con.	.25	.28
Utah Con.	.06	.07
Yellow Jacket	.33	.34

*Asked.

Silver bars, 58⅝; Mexican dollars, 47@47¼; drafts—sight, 15; telegraph, 17½.

ELECTRIC PROSPERITY.

I had a talk yesterday with an executive of one of the leading electrical manufacturing companies. He informed me that the affairs of his corporation are highly satisfactory, business good, the demand steadily increasing, and prices fair. He says that net earnings will show a material increase over last year. This is about the tenor of reports from the electrical manufacturing field.

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Some idea of the prosperity of the large illuminating companies may be obtained from the statement of the Edison Electric of New York. In October it made a gain in earnings of $13,922, and since Jan. 1 the gain in the net has been $120,044.

***

In the market for electrical stocks there is very little feature beyond the movement up and down in sympathy with the general list. General Electric common recorded its highest price of the week Saturday. The preferred stock was held firm. Less than 100 shares were traded in in Boston during the week. Officers deny that the company has been buying in the preferred stock. In this connection it may be well to remember that a similar denial was made regarding the debenture bonds, and that the annual report issued subsequently showed that $2,000,000 of them had been purchased.—Electrical Review.

Transactions New York Stock Exchange Week Ending Nov. 27, 1897.

Continued From Page 1.

Range for Year 1897. Highest.	Range for Year 1897. Lowest.	Saturday's Quotations. Bid.	Saturday's Quotations. Ask'd	Net Ch'ge Past Week.	STOCKS.	Week Ending Nov. 27. First.	Week Ending Nov. 27. High	Week Ending Nov. 27. Low.	Week Ending Nov. 27. Last.	Closing a Year Ago.	Sales For Week End'g Nov 27, 1897.
10 Aug. 23.	6¼ May 22.	7	7½	..	United States Leather	7	7½	7	7½	9	60
72 Sep. 1.	50 Apl. 22.	63⅛	63½	− ½	United States Leather pf.	63¾	63¾	61½	63	60¾	1,272
25¾ Jan. 19.	10 June 3.	17	17½	+ 1½	United States Rubber	15¾	17¾	15¾	17¾	25½	1,020
76⅞ Jan. 5.	50 July 20.	65⅝	66	+ 2⅜	United States Rubber pf.	64¾	65½	64½	65½	80	421
9¾ Sep. 7.	4⅝ Mch. 29.	7⅝	7⅝	+ ⅝	Wabash	7	7½	7	7½	7	1,810
24⅝ Sep. 20.	11½ Apl. 19.	17⅝	17¾	− ½	Wabash pf.	17	17⅝	16¾	17⅝	16	4,122
*114 Nov. 27.	98 June 15.	112	116	..	Wells-Fargo Express	112	114	112	114	..	61
112 Aug. 16.	100¼ Nov. 17.	...	102¼	− 1½	West Chicago Street	103	103¼	102	102¼	...	1,045
10 Sep. 8.	5¾ June 3.	9	9½	+ 1½	Western Union Beef	7½	9¼	7½	9¼	6¾	2,176
90¾ Sep. 11.	75⅝ May 7.	87¼	87¾	+ ⅝	Western Union Telegraph	86¾	87¼	86¾	87¼	86½	2,284
6½ Jan. 2.	½ June 1.	1⅞	2	..	Wheeling & Lake Erie, $1 ass. pd.	2	2¼	1⅞	2	...	900

Note.—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. * Sales of less than 100 shares.

INACTIVE STOCKS.

The following table gives the highest and lowest prices of the year for inactive stocks dealt in on the New York Stock Exchange, together with the last recorded sales and the closing quotations on Saturday:

Closing. Bid.	Closing. Asked.	STOCKS.	High	Date	Low	Date	Last Sale and Date
157	163	Adams Express	160	Oct. 5	150	Feb. 10	155 Nov. 16
182	..	Albany & Sus.	*177½	April 8	*170	Feb. 1	170 July 6
60	..	Alton & Terre Haute	62	May 20	59	Aug. 16	60 Oct. 6
..	..	Am. Bank Note Co.	*43½	July 31	*42½	July 31	43 Sept. 2
119	140	American Coal	125	Sept. 16	125	Sept. 16	125 Sept. 16
..	..	Am. Dist. Tel.	27	July 27	*23	Nov. 9	*23 Nov. 9
12	13	Am Arbor	15¼	Aug. 12	9	Jan. 28	10 Nov. 9
5	6	Balt. & Ohio S. W. pf.	9⅝	Sept. 20	3	May 22	5⅜ Nov. 10
103	106	Boston Air Line pf.	*106	Oct. 13	*102	March 22	105 July 18
4¼	5½	Brunswick Co.	4⅝	Oct. 23	⅝	June 16	4⅝ Nov. 16
20	22½	Buff., Roch. & Pitts.	25⅝	Sept. 20	*16	May 14	*16 Nov. 3
68	..	Bur., C. R. & Northern	*76	Aug. 31	*68	April 22	70 March 19
60	..	Capital Traction	58	Sept. 15	50½	Oct. 11	53 Oct. 27
..	..	Central Coal & Coke	20⅝	Oct. 2	20⅜	Oct. 13	20⅜ Oct. 13
170	..	Chicago & Alton pf.	170½	Oct. 2	170½	Oct. 2	170½ Oct. 2
..	..	Chicago Stock Yards	*103⅝	April 9	*102½	May 22	102½ May 22
167¾	..	Cleveland & Pittsburg	168½	Sept. 8	*161	April 30	162 June 5
..	1	Col. Coal & I. Dev.	2	Aug. 18	⅝	July 2	¾ Oct. 23
..	80	Colorado Fuel & Iron pf.	*85	May 13	*70	Nov. 15	*70 Nov. 15
175	..	Commercial Cable	*162½	May 28	*162½	May 28	162½ May 28
38	..	Consolidated Coal	37½	May 20	35	Feb. 1	37½ May 20
30	32	Consolidated Ice	41¾	July 19	28	Nov. 8	32 Nov. 19
11	..	Denver & Rio Grande	14¾	Aug. 14	9¼	April 20	11 Nov. 9
8	10	Des Moines & Ft. Dodge	14¾	July 10	7	April 5	8½ Nov. 11
70	..	Des M. & Ft. D. pf.	65	June 30	60	July 13	60 July 13
2¾	4	Dul., S. Shore & At.	4¾	Aug. 7	3	April 29	4¼ Sept. 16
5½	7½	Dul., S. Shore & At. pf.	10¾	Aug. 7	6¼	May 7	6¾ Nov. 5
..	..	Equitable Gas	280	July 30	*213½	May 6	260 July 30
..	..	Erie Tel. & Tel.	76	Sept. 14	63⅜	April 1	75 Oct. 14
23	28	Evans. & Terre Haute	34	Sept. 20	20	June 8	25 Nov. 8
43	48	Evans. & T. H. pf.	48	Sept. 21	37	April 23	43 Nov. 4
11	13	Flint & P. Marquette	14¼	Aug. 30	9½	Aug. 5	12½ Oct. 27
38	45	Flint & P. Marquette pf.	49	Oct. 13	31	July 29	48 Oct. 20
12	17	Ft. W. & Rio Grande	20¾	Sept. 17	14	Oct. 11	15½ Nov. 10
..	..	General Electric pf.	*75¾	Jan. 9	*75	March 22	75 March 22
..	..	Gold & Stock Tel.	107	July 14	107	July 14	107 July 14
130	136	Great Northern pf.	141	Sept. 4	130	June 16	133 Nov. 11
30	..	Green Bay & Western	40	Aug. 12	35	July 29	30 Oct. 21
..	..	Harlem	*324	May 25	286	Feb. 11	*315 Nov. 15
93	97	Ill. Cent. leased lines	97	Aug. 7	*95	Nov. 6	*95 Nov. 6
7	9	Kanawha & Mich.	9⅝	Aug. 18	4	June 12	7½ Nov. 4
..	..	Keeley Motor	4½	March 9	4½	March 9	4½ March 9
2¼	4	Keokuk & Des Moines	4¾	Aug. 12	2	Feb. 27	4 Aug. 10
13	15	Keokuk & Des M. pf.	19	Aug. 12	12	March 6	14 Nov. 17
30	35	Keokuk & Western	36½	Oct. 8	32	Feb. 24	36½ Oct. 8
1	10	Kingston & Pembroke	2	Aug. 27	1	Aug. 30	1 Aug. 30
35	40	Long Island	55	Jan. 8	35⅜	Nov. 5	35⅜ Nov. 5
4	8	Manhattan Beach	7	June 5	4	Aug. 3	5 Oct. 18
5	6	Mexican Central	9⅜	July 6	6	Oct. 28	6⅝ Oct. 4
1	1½	Mexican Nat. ctfs.	2⅜	Aug. 13	1¼	March 16	1¼ Nov. 10
..	..	Mich. Peninsular Car.	*14	Sept. 9	10	July 31	14 Sept. 9
..	..	Mich. Pen. Car pf.	61	Sept. 18	42	May 18	42 May 18
7½	10	National Starch	13	Aug. 31	3	May 5	6 Oct. 22
65	75	National Starch 1st pf.	90	Sept. 30	51½	March 30	86 Oct. 7
22	28	National Starch 2d pf.	45	Aug. 30	8¾	April 15	20 Nov. 1
..	20	N. Y. Air Brake	31½	Aug. 27	24¾	Oct. 23	24¾ Oct. 23
..	..	N. Y. & N. J. Tel.	*124	Jan. 28	*124	Jan. 28	124 Jan. 28
..	..	N. Y. & E. River Gas.	97½	Sept. 2	93¾	June 3	96 Sept. 13
..	..	N. Y. & E. R. Gas pf.	*120	Aug. 21	*88	May 27	117¼ Sept. 10
..	..	N. Y., L. & St. L. 1st pf.	81¼	Sept. 4	67⅝	Feb. 15	*73 Nov. 18
73	80	N. Y. C. & St. L. 2d pf.	43½	Sept. 20	24	Feb. 10	34 Nov. 9
31	34½	N. Y., Lack. & Western	122	Sept. 17	*119	Jan. 5	121½ Nov. 19
..	..	N. Y. Mutual Gas	*250	Nov. 18	*230	Aug. 30	*350 Nov. 18
3	4	Ontario Mining	10¾	Jan. 11	4½	Oct. 19	*4½ Nov. 19
..	..	Panama	*95	Sept. 22	*90	Sept. 22	95 Sept. 22
350	370	Pennsylvania Coal	*340	March 24	*340	March 24	340 March 24
4	7	Peoria & Eastern	8⅝	Aug. 30	5	April 23	7½ Sept. 13
..	..	Pierre Lorillard pf.	*115	Sept. 29	*115	Sept. 29	115 Sept. 29
169¾	..	P., Fort W. & Chicago	*172½	Aug. 10	*150	May 11	172½ Aug. 10
6	8	Pitts. & Western pf.	12	Sept. 13	4⅜	Aug. 13	10 Sept. 30
1	3	Quicksilver	4⅛	Aug. 30	1½	June 4	3 Sept. 22
8	11	Quicksilver pf.	13	Aug. 16	8	April 14	10 Sept. 24
182	187	Rensselaer & Saratoga	185	Jan. 25	*175	Oct. 9	182 Nov. 16
..	..	Rio Grande Western	25¾	Sept. 10	14¾	June 28	23½ Aug. 14
120	..	Rome, Wat. & Og.	121½	Sept. 28	*116	March 8	121 Nov. 19
14	15	St. Jo. & G. I. 2d pf.	20¾	Sept. 2	10½	July 28	14½ Nov. 20
190	200	Sixth Avenue	*195	July 19	*188	July 15	195 July 19
..	..	Standard Gas	*128½	Aug. 17	*81	Jan. 26	128½ Aug. 17
..	..	Standard Gas pf.	*151	Sept. 9	*102	Jan. 6	*148 Nov. 6
..	..	Tenn. Coal & Iron pf.	*80	July 30	*65	April 9	80 July 30
..	..	Texas Central	10	July 13	10	July 13	10 July 13
..	..	Texas Central pf.	*40½	Feb. 5	*40½	Feb. 5	40½ Feb. 5
..	..	Texas Pac. Land Tr.	9	Aug. 13	6	April 7	8¼ Aug. 18
..	..	Tol. & Ohio Central	29½	Oct. 1	20	Sept. 3	25 Oct. 4
..	..	Union Ferry	*84	July 13	*62¾	May 5	64 July 13
..	..	U. N. J. R. & Can.	*215⅛	March 15	*215⅛	March 15	215⅛ March 15
..	..	Utica & Black River	165	Oct. 20	165	Oct. 20	165 Oct. 20
..	..	Warren Railroad	167	Aug. 9	166	Aug. 24	166 Aug. 24
..	..	Western Gas	85½	Aug. 18	68	June 7	84 Oct. 13
8	11	Wheeling & L. E. pf.	29	Jan. 5	2⅜	April 15	12⅜ Nov. 4
1⅝	2½	Wisconsin Central	4⅜	Aug. 12	1	June 3	1½ Nov. 12
4	8	Wisconsin Central pf.	8	Sept. 11	1⅜	April 10	6¾ Sept. 29

MORE TRADE CHEERFULNESS.

We find the main features of interest, excepting in a very few instances, wholly encouraging. In the wholesale drug line dealers report trade as never better for this season of the year. In paints, colors, and varnishes the demand from manufacturing consumers is exceptionally large, while the orders from the small trade are larger and more numerous than twelve months ago. Linseed oil is beginning to recover in point of activity and price, crushers reporting an improved demand at an advance of about one cent from the inside price quoted a week ago. An active distributive trade in window and plate glass is in evidence. Gluemakers are well supplied with orders, and in the local market there is a moderate distribution of turpentine and resins.—Drug, Paint and Oil Review.

National Union Bank

MUTUAL LIFE BUILDING,
32 NASSAU STREET, NEW YORK CITY.

CAPITAL $1,200,000
SURPLUS 700,000
DEPOSITS 16,500,000

JOS. C. HENDRIX, President. G. G. HAVEN, Vice-President.
E. O. LEECH, 2d Vice-Pres. and Cashier.

DIRECTORS:

SAMUEL D. BABCOCK, AUGUSTUS D. JUILLIARD,
JOHN D. CRIMMINS, DANIEL S. LAMONT,
FREDERIC CROMWELL, RICHARD A. McCURDY,
G. G. HAVEN, FREDERIC P. OLCOTT,
R. SOMERS HAYES, HENRY H. ROGERS,
JOS. C. HENDRIX, H. McK. TWOMBLY,
WILLIAM C. WHITNEY.

Bond Transactions New York Stock Exchange Week Ending Nov.27, 1897.

BONDS.

Sales Week Ending Nov. 27 $6,735,500

	Week ending Nov. 27, 1897.				
	First.	High.	Low.	Last.	Sales.
American Cotton Oil 8s	108	108	108	108	9
American Tobacco scrip	75	75	75	75	4
American Dock & Imp. 5s	116	116	116	116	2
Ann Arbor 1st	81¾	81⅞	81½	81⅞	5
Atchison, Topeka & S. F. general 4s	86¾	86⅝	86⅜	86½	378½
Atchison, T. & S. F. adjustment 4s	53⅞	54⅛	53¼	54⅛	431
Austin & Northwestern 1st	84¾	84¾	84¾	84¾	10
Baltimore & Ohio 5s, 1885-1925, t. r.	73	73	73	73	2
Baltimore & Ohio 1st, gtd.	80	80	80	80	3
Baltimore & Ohio 1st, Parkersburg Branch	108½	108½	108¼	108¼	15
Broadway & Seventh Avenue con. 5s	120½	120½	120½	120½	2
Brooklyn Elevated 1st, trust receipts	80	80½	79½	80	13
Brooklyn Rapid Transit 5s	90	90¼	90	90	48
Brooklyn Wharf & Warehouse 5s	99¼	99½	99	99⅛	48
Brooklyn Union Gas 5s	110¾	111	110¼	111	84
Buffalo, Rochester & Pittsburg general 5s	101	101	101	101	1
Canada Southern 1st	110⅞	111¼	110¾	111⅛	70
Canada Southern 2d	107	107	107	107	2
Central of Georgia 1st income	38½	38½	38½	38½	15
Central of Georgia 2d income	13	13½	13	13½	27
Central of Georgia consol. 5s	89½	90	89½	90	10
Central of Georgia 1st 5s	116⅛	116½	116⅛	116⅛	1
Central of New Jersey general 5s	112½	112½	112½	112½	22
Central of New Jersey general 5s, reg	100½	100½	100½	100½	11
Central Pacific 1st of 1898	102⅞	102⅞	102⅞	102⅞	1
Chesapeake & Ohio general 4½s	78⅝	79	78¼	79	16
Chesapeake & Ohio con. 5s	110⅝	111⅛	110¼	111⅛	47
C. & O., R. & A. 1st con. 4s	103½	103¾	103½	103¾	28
C. & O., R. & A. 2d con. 4s	91⅝	91⅞	91⅝	91⅞	6
Chesapeake & Ohio, Craig Valley 1st	98	98	98	98	5
Chicago, Burlington & Quincy cv. 5s	107½	108	107½	108	69
Chicago, Burlington & Quincy deb. 5s	103¼	103½	103¼	103½	14
Chicago, Burlington & Quincy, Neb. 4s	94¾	95	94¾	94¾	98
Chicago, Burlington & Quincy 7s	118	118½	118	118½	26
Chicago & East Illinois general 5s	101	101	101	101	1
Chicago & Erie 1st	110	110½	110	110½	9
Chicago, Indianapolis & Louisville ref. 6s	95	95	95	95	4
Chicago, Indianapolis & Louisville ref. 5s	85	85	85	85	1
Chicago Gaslight & Coke 1st	104½	104½	104½	104½	5
Chicago, St. Paul & Milwaukee 1st, coup.	129½	129½	129½	129½	1
Chi., St. Paul, Minn. & Omaha consol.	135	135	135	135	1
Chicago Terminal Transfer, tr. receipts	44	44	43¾	43¾	32
Cincinnati, Dayton & Ironton 1st	110½	110½	110½	110½	8
Cin., Ind., St. Louis & Chicago 4s	100½	100½	100½	100½	20
Cleve., Cin., Chi. & Ind. g. m.	128	128	128	128	2
C., C., C. & St. L., Cin., Wab. & M. Div. 4s	88½	88½	88½	88½	3
C., C., C. & St. L., St. L. Div. 4s, registered	92	92	92	92	15
Cleveland, Cin., Chi. & St. L. 1st, St. L. Div.	94	94	94	94	1
Colorado Mid. 4s, all instal. paid, t. r.	21	21½	21	21½	7
Commercial Cable 4s	105½	105½	105½	105½	5
Columbus, H. V. & Toledo 5s, t. r., $45 pd.	71⅝	71⅝	71⅝	71⅝	1
Consumers' Gas, Chicago, 1st 5s	100	100	100	100	3
Dallas & Waco 1st 5s	80	80	80	80	1
Denver & Rio Grande improvement 5s	86	80	86	86	1
Detroit Gas Co. 5s	91	92½	90⅝	92¾	151
Duluth & Iron Range 1st	102¾	102¾	102¾	102¾	1
East Tennessee, Virginia & Georgia 1st	100½	100½	100½	100½	6
East Tennessee, Virginia & Georgia con. 5s	100	100⅛	100	100⅛	12
Edison Electric Ill. of New York 1st	111⅝	111½	111⅜	111½	26
Elizabeth, Lexington & Big Sandy 1st 5s	100⅝	100⅝	100⅝	100⅝	8
Erie general lien	70	70	69½	70	28
Erie prior lien	90¼	90⅝	90¼	90¼	78
Erie 1st extension 5s	111	111	111	111	10
Erie 1st consolidated 7s	143½	143½	143½	143½	15
Evansville & Terre Haute general	74	74	74	74	3
Fort Worth & Denver City 1st	69	70	69	70	9
Fort Worth & Rio Grande 1st	57½	57⅝	57⅝	57⅝	8
Gal., Harrisburg & San. A., Mex. & Pac. 1st	90¾	91	90¾	91	20
Gal., Harrisburg & San Antonio 2d	104	104	104	104	1
Houston & Texas general 4s	79¾	79¾	78½	79½	48
Indiana, Decatur & Western 1st	104	104	104	104	1
Illinois Central 4s, 1951	113	113	113	113	1
Illinois Central 4s, 1952	102¾	102⅞	102¾	102⅞	7
Iowa Central 1st	99½	99¾	99¼	99⅜	30
Iron Mountain general 5s	85⅞	87	85⅞	87	56
Iron Mountain 1st ext. 4½s	107⅝	107⅝	107⅜	107⅝	20
Iron Mountain, Arkansas Branch ext. 6s	107½	107½	107½	107½	5
Kansas City, Pittsburg & Gulf 1st	80¼	83	80½	82¾	237
Kanawha & Michigan 4s	75	75	75	75	2
Kansas Pacific cn., tr. rects.	89¾	90	89	89	147
Kansas & Texas 1st g. 4s	86⅞	87⅛	86⅝	87⅛	207
Kansas & Texas 2d g. 4s	61½	62	61½	62	116
Kansas & Texas of Texas 5s	81½	83½	81	83	22
Kentucky Central 4s	87¼	87½	87¼	87½	15
Laclede Gas of St. Louis 1st	101	101	101	101	7
Lake Shore 3½s	105¼	105¼	105¼	105¼	22
Lake Shore 3½s registered	105½	105½	105½	105½	5
Lake Shore 1st coupon	111	111	111	111	2
Lake Shore 1st registered	109⅝	109⅝	109⅝	109⅝	9
Lehigh Valley Terminal 5s	110	110	110	110	1
Lehigh Valley of New York 1st	103	103	103	103	3
Lehigh & Wilkesbarre consol., assented	100½	100½	100½	100½	3
Lexington Avenue & Pavonia Ferry 1st	119	119⅝	119	119	46
Long Island 1st	101⅝	101⅝	101⅝	101⅝	1
Louisville & Nashville cons.	102	102	102	102	7
Louisville & Nashville unified g. 4s	84¾	84¾	84½	84½	25
Louis. & Nash., So. & Nor. A. gtd. 5s	92¾	92¾	92¾	92¾	4
Manhattan Con. 4s	95	95	95	95	16
Metropolitan Street Railway 5s	112	112	112	112	238
Michigan Central consol 7s	113¾	114	113¾	114	8
Midland of New Jersey	120	120	120	120	1
Milwaukee & Northern 1st, 1910, main line	123	123	123	123	2
Milwaukee, Lake Shore & West. ext. 5s	116	116	116	116	5
Minneapolis & St. Louis 1st Iowa exten.	127	127	127	127	2
Missouri, Kansas & Eastern 1st	91½	92½	91½	92½	4
Missouri Pacific 1st Col. 5s	63	63	63	63	1
Missouri Pacific 3d	105	105	105	105	10
Missouri Pacific cn.	89½	90⅝	89½	90⅝	33
Mobile & Ohio gen. 4s	73	73	72½	72½	15
Morris & Essex Consol gtd.	144	144	144	144	4
Morris & Essex 7s, 1900	109	109	100	100	8
Nashville, Chattanooga & St. Louis con.	103¼	103¼	103¼	103½	1
New York Central 1st coupon	119½	119½	119	119	15
New York Central ext. 4s	103	103	103	103	3½
New York, Chicago & St. Louis 1st	104⅝	105¼	104⅝	105¼	12
New York & Harlem 1st reg.	107⅝	107⅝	107⅝	107⅝	6
New York, New Haven & H. con. deb. ctfs.	140	140	140	140	1
New York, Ontario & Western rfdg. 4s	96¾	96¾	96¾	96¾	10
New York, Ontario & Western 5s	100¼	100¼	100¼	100¼	3
Norfolk & Western con. 4s	76¾	76¾	76¼	76½	11½
New York, Susquehanna & West. rfdg. 5s	105¼	105¼	105¼	105¼	2
New York, Susquehanna & Western genl.	89¾	89¾	89¾	89¾	6
Northern Pacific 1st coup.	118	118	118	118	11
Northern Pacific 1st reg.	118	118	118	118	5
Northern Pacific general lien	58½	59½	58¼	59½	326½
Northern Pacific prior lien	91½	92½	91	92½	621½
Northern Pacific Term. 1st	104½	104½	104	104	44
Northern Railway of California 5s	93½	93½	93½	93¼	3
Northwest .5-year deb. 5s	100	100	100	100	11
Northwest 50-year deb. 5s	113	113	113	113	1
Omaha & St. Louis 1st	81	82¼	81	82¼	30
Oregon Improvement 1st, trust receipts	102½	102½	102½	102½	19
Oregon Short Line 6s	120¾	121	120¾	121	17
Oregon Short Line con. 5s	93¾	93½	93¼	93½	70
Oregon Short Line inc. A 5s	57½	57½	56½	56½	10½
Oregon Short Line inc. B. & Coll. Trust	37¼	37¼	37¼	37¼	6
Oregon Railway & Navigation 4s	93½	93⅝	93	93¼	43
Oregon R. R. & Nav. 1st	112½	112½	112½	112½	1
Pacific of Missouri 1st 4s	102	102	102	102	10
Pacific of Missouri 2d, ext.	108½	108½	108¼	108½	8
Pennsylvania Co. gtd. 4½s	114½	114½	114¼	114¼	11
Pennsylvania Co. 4½s, registered	114¼	114¼	114¼	114¼	5
Peoria, Decatur & Evansville 2d tr. r.	114	114	114	114	9
People's Gaslight & Coke of Chi. 2d gtd. 6s	108	108	108	108	5
Peoria & Pekin Union 2d	85	85	85	85	10
Peo., Dec. & Ev. 1st, Evansville Div.	102½	120¼	102½	102¼	2
Pittsburg, Cin., Chic. & St. L. 4½s, Series B.	110½	110½	110¼	110½	2
Pittsburg, Shenango & Lake Erie 1st	105½	106	105	105	12
Pittsburg & Western 1st	76½	76½	76¼	76½	1
Reading general 4s	84¼	84⅝	84¼	84⅝	173
Richmond & Danville equipment	101	101	101	101	2
Richmond & Danville 6s	124	124	124	124	3
Rio Grande Western 1st	81⅜	81⅜	81	81⅜	40
Rock Island 5s	107¼	107¼	107¼	107¼	81
Rock Island 5s registered	106⅛	106⅛	106⅛	106⅛	35
Rock Island debenture 5s	104	104	104	104	51
Rock Island 1st 6s, registered	132¼	132¼	132¼	132¼	5
Rome, Watertown & Ogdensburg con.	119	119	119	119	1
St. Jo. & Grand Island 1st	69¼	69¼	69	69	11
St. Louis, Alton & Terre Haute 1st	105½	105½	105¼	105¼	2
St. Louis & San Francisco cn. 4s	73½	73½	73¼	73½	132
St. Louis & San Francisco gen. 6s	103½	103½	103	103½	70
St. Louis & San Francisco gen. 6s	116½	116½	116½	116½	2
St. Louis Southwestern 1st	72¼	72½	72½	72½	1
St. Paul & Duluth 2d	105	105	104½	104½	30
St. Paul gen. 4s, Series A	104½	105	104½	105	20
St. Paul consol	140	140	140	140	5
St. Paul 1st, Hastings & Dakota 7s	132½	132½	132½	132½	10
St. Paul, Chi. & Lake Superior Division	115½	115½	115½	115½	5
St. Paul 1st, Chi. & Mo. River Div.	114½	114½	114½	114½	12
St. Paul, Chicago Pacific Western 5s	116⅝	116⅝	116⅝	116⅝	1
St. Paul 1st, Southern Minnesota Div.	119½	119½	119½	119½	6
St. Paul 1st, Iowa & Dakota ext.	140	140¾	140	140¾	11
St. Paul 1st, Southwest Division	119	119	119	119	5
St. Paul 1st, Wis. & Minn. Division	115	115	115	115	5
St. Paul & Sioux City 1st	129½	129½	129½	129½	1
St. Paul, Minn. & Manitoba con. 6s	128½	128½	128½	128½	1
St. Paul, Minn. & Man., Dakota exten.	120¾	120¾	120¾	120¾	1
St. Paul, Minn. & Man., Mon. Cent. 5s	106	106	106	106	1
St. Paul, Minneapolis & Manitoba 2d	120	120	120	120	21
San Antonio & Aransas Pass 4s	59¾	60½	59¾	60½	64
Scioto Valley & New England 4s	82	82	82	82	5
Southern Pacific of Arizona 1st	100⅝	102	100⅝	102	32
Southern Pacific of California consol. 5s	92	92⅝	92	92⅝	32
Southern Pacific of New Mexico 1st	107½	108¼	107½	108¼	34
Southern Railway 5s	91¾	92½	91¾	91¾	30
Standard Rope & Twine 6s	90	90	90	90	5
Standard Rope & Twine inc.	12	12	12	12	10
Terminal R. R. A so. of St. Louis con. 5s	107½	107⅝	107½	105⅝	6
Texas & New Orleans con. 5s	97⅝	98	97⅜	98	20
Texas Pacific 1st 5s	96½	97½	96½	97½	83
Texas Pacific 2d inc.	27⅝	28¼	27⅝	28¼	218
Toledo, St. L. & K. C. 1st, trust receipts	83	83	83	83	10
Toledo & Ohio Central 1st	103	103	103	103	5
Toledo, Peoria & Western 4s	71	71	71	71	1
Ulster & Delaware 1st 5s	103	103	103	103	5
Union Pacific ext. sink. fund 8s, t.r.	110½	110½	110½	110½	30
Union Pacific 1st, 1896, ex matured coup.	111	111	111	111	11
Union Pacific 1st, 1897	102¼	102¼	102¼	102¼	2
Union Pacific 1st, 1897, ex matured coup.	110½	110½	110½	110½	8
Union P. 6s, col. tr. notes, 62½ p. c. prin. p.	41⅞	41⅞	41⅞	41⅞	5
Union Pacific, Den. & G. 1st, tr. rects.	48	48¼	47⅝	47⅝	31
United States Leather 6s	114	114	114	114	3
Wabash 1st	105½	105⅝	105	105⅝	137
Western Pacific 6s	102⅝	103	102⅝	103	52
West Shore 4s, c.	111½	111⅝	111¼	111½	26
West Shore 4s, r.	111⅝	111⅝	111⅝	111⅝	30
Western New York & Pennsylvania 1st	108¼	109¼	108¼	108¼	5
Wilkesbarre & Eastern 1st	95	95	95	95	5
Willmar & Sioux Falls 5s	110	111	110	111	55
Wisconsin Central 1st, trust receipts	34	34	34	34	20
Total sales					$6,500,500

GOVERNMENT BONDS.

United States 4s, 1907, registered	112⅞	113	112⅝	113	46½
United States 4s, 1907, coupon	114⅜	114⅜	114	114⅛	24
United States 5s, coupon	114⅜	114⅜	114¼	114⅜	47
United States 5s, registered	113¼	113¾	113¼	113⅝	1
Total sales					$118,500

STATE BONDS.

Tennessee Settlement 3s	90¼	90⅝	88¾	89½	105
Tennessee Settlement 3s, small	85	89	85	89	17½
Virginia funded debt 2-3s of 1991	67¼	67¼	67¼	67¼	12
Total sales					$134,500
Grand total					$6,753,500

*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1897.

	Highest.	Date.	Lowest.	Date.	Last sale.	Date.
United States 2s registered	98½	Aug. 12	98¼	Sept. 10	98¾	Sept. 10
United States 4s, 1907, registered	113⅝	Nov. 16	110⅝	June 3	113	Nov 27
United States 4s, 1907, coupon	114⅝	Nov. 22	111⅝	Jan. 12	114¼	Nov 22
United States 4s, 1925, registered	127⅛	Oct. 26	120¾	Jan. 5	127⅛	Nov. 9
United States 4s, 1925, coupon	128¼	Oct. 26	120¾	Jan. 5	128	Nov. 20
United States 5s, 1904, registered	115	Nov. 3	113	May 11	113¼	Nov. 24
United States 5s, 1904, coupon	115⅞	Oct. 22	113	May 4	114¼	Nov. 24
United States currency 6s, 1898	103½	Feb. 16	102⅜	Nov. 5	102⅜	Nov. 5
United States currency 6s, 1899	107¾	April 7	103¾	Feb. 16	107¾	April 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1897.

	Highest.	Date.	Lowest.	Date.	Last sale.	Date.
Alabama, Class A	108¼	Sept. 17	105¼	July 12	108¼	Nov. 20
Alabama, Class A, (small)	107¾	Oct. 9	107¾	Oct. 9	107¾	Oct. 9
Alabama, Class B	107½	June 22	104¾	July 26	104¾	July 26
Alabama, Class C	100	April 1	98¼	Feb. 23	99	Sept. 27
Louisiana consolidated 4s	100¼	Nov. 17	95¼	April 21	100	Nov. 18
North Carolina consolidated 4s	105½	June 16	103½	July 21	103½	July 21
North Carolina con. 4s, (small)	100	Oct. 4	100	Oct. 4	100	Oct. 4
Tennessee settlement 3s	90⅝	Nov. 23	76	April 6	89½	Nov. 27
Tennessee settlement 3s, small	89	Nov. 24	72	Feb. 18	89	Nov. 27
Virginia funded debt	67¾	Sept. 8	61	Jan. 5	67¼	Nov. 26
Virginia deferred 6s	5	April 1	5	April 1	5	April 1
Virginia deferred 6s, trust receipts	6	March 1	3½	June 22	3½	June 22

BANK STOCKS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1897.

	Highest.		Lowest.		Last Sale.	
America	350	Nov. 11	335	April 20	350	Nov. 11
American Exchange	174⅜	Sept. 24	168	June 22	171	Nov. 19
Broadway	242	Nov. 19	235	Oct. 16	242	Nov. 19
Butchers & Drovers'	98	Nov. 27	90	Nov. 27	98	Nov. 27
Central National	165	May 17	130	Jan. 9	162	Nov. 23
Chatham	298	Nov. 19	290	July 27	298	Nov. 19
Chemical	4300	Feb. 2	4300	Feb. 2	4300	Feb. 2
Citizens'	132	Nov. 19	132	Nov. 19	132	Nov. 19
Columbia	175	Jan. 11	170	May 10	170	May 10
Commerce	210	Oct. 7	203	Jan. 12	208¼	Nov. 22
Continental	135	July 12	131	Sept. 22	131	Nov. 13
Corn Exchange	295	Nov. 13	290	Feb. 18	295	Nov. 18
East River	140	Nov. 26	140	Nov. 26	140	Nov. 26
Fourth National	195	Nov. 17	173½	Aug. 24	195	Nov. 23
Gallatin	310	Aug. 19	310	Aug. 19	310	Aug. 19
German-American	112	Nov. 11	112	Nov. 11	112	Nov. 11
Importers and Traders'	535	March 23	531	Jan. 28	535	March 23
Manhattan	230	Nov. 13	220	July 15	230	Nov. 13
Market and Fulton	217¾	May 21	215	July 12	215	July 12
Mechanics'	195	Nov. 19	185½	Feb. 8	195	Nov. 19
Merchants'	149	Oct. 21	147	Nov. 17	147	Nov. 17
Metropolis	475	April 21	442½	April 10	475	April 21
New York	240	Nov. 13	232½	March 15	240	Nov. 13
New York County	800	March 23	800	March 23	800	March 23
Ninth National	100	June 3	97	Sept. 15	98	Nov. 8
North America	137½	Sept. 23	132	Jan. 21	136	Nov. 4
Park	262	Sept. 10	253¼	Aug. 4	262	Sept. 10
Phenix	107½	May 14	107½	May 14	107½	May 14
Republic	160	June 19	150	Feb. 18	150	Aug. 17
Seaboard	170	July 19	170	July 19	170	July 19
Shoe and Leather	98	Nov. 16	90	April 5	96	Nov. 16
State of New York	115	March 3	115	March 3	115	March 3
Third National	85	May 14	85	May 14	85	March 14
Tradesmen's	102	Oct. 11	88½	Feb. 8	102	Nov. 24
West Side	200	Oct. 7	200	Oct. 7	200	Oct. 7
Western National	121	Oct. 19	114	Feb. 2	121	Oct. 19

THE COTTON SITUATION.

The report of Secretary Henry G. Hester of the New Orleans Cotton Exchange for the eighty days of this year's cotton season ended Nov. 19 shows a total supply of 4,535,228 bales, 45,872 more than for the same period last year; total exports 2,142,686, an increase of 153,813; American spinners' takings, North, 713,897, an increase of 88,780; South, 289,028, an increase of 12,104; stock at United States ports Nov. 19, 909,465, a decrease of 214,014; at interior towns 480,152, an increase of 5,139 bales.

THE NEW WEST.

It will, perhaps, surprise many of our readers to learn that some Western money has recently been seeking employment in Eastern business paper. The boot is generally on the other leg, but so great is the abundance of funds in some of the newer portions of the country that the West is actually figuring in the East as a lender. This emphasizes our statement of last week, that prosperity is coming to us from the West this year.—United States Investor.

COMPLETE BOND QUOTATION LIST.

New York Stock Exchange Week Ending Nov. 27, 1897.

	Range for Year 1897. High.	Date.	Low.	Date.	Last.	Date.	Bid.	Asked.
Alabama Midland 1st gtd. g., 1928	92	Apr. 13	92	Apr. 13	92	Apr. 13	..	..
Ann Arbor 1st g. 4s, 1995	84½	Aug. 12	74½	Jan. 5	81¼	Nov. 22	..	82
A. T. & S.F. Ry gen. g. 4s, 1995	90	Sept. 10	78⅝	Apr. 19	86¼	Nov. 27	86¼	86½
Do., adjustment g. 4s, 1995	61	Sept. 10	41⅝	Apr. 19	54½	Nov. 27	53½	53⅝
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	..	..	..	82¼	Feb. '98	..	..
Atlantic & Danville 1st g. 5s, 1950	97	Nov. 18	90½	Jan. 30	97	Nov. 18	..	..
Balt. & Ohio 1st 6s, Park'b. Br., 1919	112¼	Mar. 15	105½	July 21	108½	Nov. 26	107⅝	108½
Do., gold 5s, 1885-1925	94	Mar. 19	78	July 28	90	Oct. 9	75	78
Do., coupons off, registered	85¼	Mar. 23	75	May 27	75	May 27	..	..
Do., eng. certs. of deposit	91	Mar. 25	73	Nov. 22	73	Nov. 22	72½	75
Do., con. g. 5s, 1988	102	May 1	102	May 1	102	May 1	..	..
Do., do., registered	..	..	..	..	..	..	..	..
Baltimore Belt 1st g 5s, int. gtd., 1990	94½	Mar. 9	79	Nov. 19	80	Nov. 23	78	..
West Va. & Pitts. 1st. g. 5s, 1990	..	..	..	..	106½	Oct., '95	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	99	Oct. 8	96	Apr. 22	99	Nov. 19	90	..
Do., 1st con. g. 4½s, 1993	60	June 9	60	June 9	60	June 9	..	..
Do., 1st inc. g. 5s, Series A, 2043	..	..	..	..	47¾	Nov. '95	..	..
Do., do., Series B, 2043	..	..	..	..	11	Feb. '96	..	97
Monongа. River 1st gtd. g. 5s, 1919	..	..	..	..	104½	July '92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	100	Oct. 22	97½	June 22	97½	Nov. 12	..	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	..	..	..	102½	Nov. '96	..	..
Do., coupon off	80	Nov. 1	80	Nov. 1	80	Nov. 1	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	106	June 15	103½	Oct. 8	103½	Oct. 8	..	104
Brooklyn City 1st con. 5s, 1941	116	June 5	113	Jan. 8	115	Sept. 13	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	85½	Sept. 17	70	Feb. 8	82	Oct. 18	..	..
Do., Tr. Co. ctfs., 1st g. 5s, 1915	80¼	Sept. 14	73½	July 6	80	Nov. 27	..	..
Do., Tr. Co. ctfs., 2d g. 5s, 1915	45	Feb. 9	42	Feb. 5	43	June 19	..	..
Sea. & B.B. Tr. Co. ctfs., 1st gtd. g. 6s, 1942	76	Sept. 14	60	July 23	76	Sept. 14	..	75
Union El. Tr. Co. ctfs., 1st gtd. g. 6s, 1937	85½	Sept. 17	73⅜	July 8	79½	Nov. 20	..	..
Brooklyn Rapid Transit g. 5s, 1945	96¼	Sept. 17	70	May 28	90	Nov. 27	..	..
Brunswick & Western 1st g. 4s, 1938	..	..	..	..	74	Sept. '96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	102	Aug. 26	95½	Mar. 1	101	Nov. 22	100	101
Roch. & Pitts. 1st g. 6s, 1921	127	June 25	120¼	Feb. 3	126½	Nov. 17	..	..
Do., con. 1st g. 6s, 1922	123	Sept. 28	116¾	Jan. 7	122	Oct. 22	122	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	103	Apr. 14	103	Apr. 14	103	Apr. 14	118	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	..	..	..	100	Feb. '96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	100¼	Sept. 15	105	June 2	100¼	Nov. 17	..	..
Do., con. 1st and col. trust g. 5s, 1934	103½	Oct. 5	102	Feb. 4	105	Nov. 16	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	140	Feb. 14	140	Feb. 14	140	Feb. 14	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	104	Apr. 23	104	Apr. 23	104	Apr. 23	106	107½
Do., do., 1st g. 5s, 1921	105	Nov. 16	101¾	Apr. 24	105	Nov. 16	105	..
Canada Southern 1st, int. gtd. 5s, 1908	113½	June 17	108	Jan. 7	111½	Nov. 24	110¾	111¼
Do., 2d 5s, 1913	100	Aug. 4	104½	Mar. 6	107	Nov. 24	..	..
Do., do., registered	106	Jan. 30	104½	Jan. 15	106	Jan. 30	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	96½	Feb. 26	90¾	July 8	92½	Oct. 29	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	116¾	Nov. 12	112¼	Feb. 2	116½	Nov. 26	115½	..
Do., con. g. 5s, 1945	95	Sept. 1	86½	June 2	90	Nov. 24	90	91
Do., 1st pf. inc. g. 5s, 1945	52	Sept. 10	28	Apr. 26	38½	Nov. 26	3½	3½
Do., 2d pf. inc. g. 5s, 1945	18¾	Sept. 10	8¼	June 3	13½	Nov. 26	13	13½
Do., 3d pf. inc. g. 5s, 1945	10	Sept. 18	5	Apr. 8	7½	Nov. 8	7½	8
Do., Macon & Nor. Div. 1st g. 5s, 1946	94½	June 15	91	Apr. 20	93	July 16	..	..
Do., Mobile Div. 1st g. 5s, 1946	97	June 21	94½	May 18	95½	July 15	..	..
Cent. of New Jersey 1st con. 7s, 1899	108½	Mar. 8	104⅜	Oct. 13	104⅜	Oct. 13	105½	..
Do., 1st conv. 7s, 1902	115	Mar. 22	112	Nov. 8	112	Nov. 8	113	114
Do., conv. deb. 6s, 1908	110	Mar. 23	110	Mar. 23	110	Mar. 23	..	..
Do., gen. g. 5s, 1987	118	Feb. 5	106	May 24	112½	Nov. 23	..	112¼
Do., reg. ist. red.	117½	Feb. 8	105	Mar. 24	106½	Nov. 26	106½	110
Lehigh & Wilkes Coal con. ass. 7s, 1900	104½	Feb. 17	90	Apr. 1	101½	Nov. 24	100	101
Do., 5s, 1912	90	Feb. 10	75½	May 30	87½	Nov. 16	87½	..
Am. Dock & Imp. Co. 5s, 1921	116¾	Feb. 15	113	Aug. 23	116	Nov. 24	116	..
N. J. Southern int. gtd. 6s, 1899	104	Nov. 13	104	Nov. 13	104	Nov. 13	..	..
Central Pacific g. 6s, 1898	104¼	June 24	100	Jan. 4	102⅞	Nov. 23	..	..
Do., ext. g. 5s, Series A, B, C, D, 1898	103¼	June 28	98⅜	Jan. 22	102	Oct. 28	..	..
Do., ext. g. 5s, Series E, 1898	102½	June 10	102¼	June 10	102¼	June 10	..	..
Do., Speyer & Co. ctfs. deposit E, 1900	100	Nov. 20	100	Nov. 20	100	Nov. 20	..	..
Do., San Joaquin Br. g. 6s, 1900	104½	Mar. 31	101	Apr. 29	102½	June 19	..	..
Do., gtd. g. 5s, 1939	..	..	..	..	84½	Sept '96	..	..
Do., land grant g. 5s, 1900	101	Nov. 18	96½	May 3	101	Nov. 18	..	..
Do., C. & O. Div. ext. g. 5s, 1918	..	..	..	..	106¾	Aug. '96	..	..
Western Pacific g. 6s, 1899	103½	Apr. 1	100	Jan. 13	103	Nov. 23	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	..	..	..	98	Aug. '96	..	..
Do., gtd. g. 5s, 1938	93¼	Nov. 26	87	June 3	93½	Nov. 26	91	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	..	..	..	..	..	..	26	33
Ches. & Ohio pur. mon. fundg. 6s, 1898	103½	Mar. 1	102¼	July 2	103½	Nov. 10	103½	..
Do., g. 6s, Series A, 1908	121¾	June 8	116½	Oct. 7	116½	Oct. 7	118	..
Do., g. 6s, 1911	122½	July 29	118	Oct. 20	119	Nov. 19	118	..
Do., 1st con. g. 5s, 1939	113	Sept. 20	107¾	Jan. 5	111½	Nov. 27	..	..
Do., do., registered	110	Mar. 8	107	Jan. 4	109¼	Sept. 17	..	..
Do., gen. g. 4½s, 1992	85¼	Aug. 31	72	Mar. 20	79	Nov. 27	..	..
Do., R. & A. Div. 1st con. g. 4s, 1989	104¼	Mar. 12	97	Jan. 4	103¾	Nov. 26	..	..
Do., do., 2d con. g. 4s, 1989	94	June 30	86	Jan. 14	91⅞	Nov. 27	91¾	91⅞
Do., Craig Valley 1st g. 5s, 1940	98	Nov. 22	97½	Sept. 23	98	Nov. 22	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	103½	Aug. 12	99	Mar. 8	100⅝	Nov. 24	100½	101¼
Ches., Ohio & S.W. g. 6s, 1911	..	..	..	..	118½	D. 7, '96	..	..
Do., 2d 6s, 1911	..	..	..	..	45	Nov. '94	..	..
Chi. & Alton sink. fd. g. 6s, 1903	113¾	Aug. 31	112	Nov. 18	112	Nov. 18	112	..
Louisiana & Mo. River 1st 7s, 1900	112¾	Jan. 6	108	Sept. 9	109¼	Nov. 9	109¾	111
Do., 2d 7s, 1900	107½	Nov. 18	107½	Nov. 18	107½	Nov. 18	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	104¾	Mar. 25	104¾	Mar. 25	104¾	Mar. 25	..	..
Miss. Riv. Bdge 1st sk. fd. g. 6s, 1912	..	..	..	..	105½	Oct., '95	..	..
Chi., Bur. & Northern 1st 5s, 1926	107	Aug. 27	103½	May 3	103	Nov. 18	..	..
Chi., Bur. & Quincy con. 7s, 1903	120½	June 8	115	Jan. 2	118½	Nov. 26	118	..
Do., sinking fund 5s, 1901	107	Jan. 8	103	May 17	103	May 17	103	..
Do., debenture 5s, 1913	105¼	Sept. 16	93	Feb. 8	103½	Nov. 27	..	..
Do., convertible 5s, 1903	110⅜	Aug. 31	90¼	Mar. 1	108	Nov. 27	107½	108½
Do., Iowa Div. sk. fd. 5s, 1919	109	June 9	105	Apr. 23	109	June 9	..	..
Do., do., do., 4s, 1919	101¼	Mar. 26	98	Jan 15	9¼	Oct. 8	..	..
Do., Denver Div. 4s, 1922	99	Sept. 1	93	Feb. 1	98	Oct. 27	..	..
Do., 4s, 1921	93⅛	Nov. 15	93	Nov. 11	93⅛	Nov. 15	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	..	..	..	107½	Jan. '96	..	..
Do., Nebraska extension 4s, 1927	95¾	Oct. 26	87¼	Jan. 4	91⅝	Nov. 24	..	..
Do., do., registered	91	July 10	89½	Feb. 10	91	July 10	..	..
Hannibal & St. Joseph con. 6s, 1911	122¼	July 7	118	Mar. 16	121	Nov. 15	..	..
Chi. & East Ill. 1st sk. fd. cur. 6s, 1907	115	Apr. 2	114	Apr. 15	115	Apr. 15	..	..
Do. 1st con. g. 6s, 1934	128¼	Aug. 17	124	Apr. 7	126½	Nov. 15	..	..
Do., gen. con. 1st 5s, 1937	103	Oct. 5	98⅞	Feb. 9	101	Nov. 23	101	..
Do., do., registered	99½	May 14	99½	May 14	99½	May 14	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	101⅞	Nov. 16	98	Mar. 1	101⅞	Nov. 16	..	..
Chicago, Indianapolis & Louisville.								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	June 24	111	Jan. 4	114½	Oct. 21	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	85	Nov. 27	80	July 30	85	Nov. 27	83	85
Do., refunding g. 6s, 1947	97⅛	Aug. 10	93	Sept. 20	95	Nov. 26	95	..
Chicago, Milwaukee & St. Paul.								
Mil. & St. Paul 1st 8s, P. D., 1898	108¼	July 17	102	Sept. 13	102¾	Nov. 15	..	..
Do., 2d 7 3-10s, P. D.	141½	Sept. 15	128	Feb. 15	140	Oct. 21	..	..
Do., 1st 7s, $ gold, R. D., 1902	140	Oct. 21	126	Jan. 2	140	Oct. 21	..	..
Do., 1st Iowa & D. 7s, 1899	140¼	Nov. 24	128	Feb. 18	140¼	Nov. 24	..	..
Do., 1st C. & M. 7s, 1903	139¾	Oct. 27	126½	Jan. 7	139¾	Nov. 15	..	..
Do., do., registered	137	Mar. 17	117½	July 13	115	July 13	115	..
Do., sinking fund 5s, 1879-1929	113⅝	Sept. 30	108¾	Apr. 2	111	Nov. 17	110½	..
Do., do., registered 5s,	108½	Oct. 29	106	Apr. 4	108	Nov. 12	108	110
Do., sinking fund deb. 5s, 1933	117¾	July 28	110⅝	Jan. 12	115¾	Nov. 17	116	..
Do., do., registered	113½	Apr. 19	111	Mar. 1	113½	Apr. 19	115	..
Do., debenture 5s, 1909	110½	Sept. 22	106	Jan. 4	109	Nov. 24	108¼	..
Do., do., registered	108¾	July 13	108¼	July 12	108¾	July 13	107½	..
Do., debenture 5s, 1921	116	Sept. 20	110¼	Feb. 3	113	Nov. 26	113¼	..
Do., do., registered	114½	Aug. 28	114½	Aug. 28	114½	Aug. 28	112½	..
Do., extension 4s, 1886-1926	106	July 13	101	Jan. 4	105	Nov. 19	106½	106
Do., do., registered	100	Nov. 10	100	Nov. 10	100	Nov. 10	..	..
Escanaba & Lake Sup. 1st 6s, 1901	..	..	..	..	107¼	N 28, '96	..	..
Chicago & Milwaukee 1st 7s, 1898	106	June 14	103	Sept. 14	103½	Sept. 27	..	..
Winona & St. Peters 2d 7s, 1907	..	..	..	..	127	A 17, '96	..	..
Milwaukee & Madison 1st 6s, 1905	..	..	..	..	108	Jan. '96	..	..
Ottumwa, C.F. & St.Paul 1st 5s, 1909	100	Oct. 4	100	Oct. 4	100	Oct. 4	100	..
Northern Illinois 1st 5s, 1910	108	Sept. 30	108	Sept. 30	108	Sept. 30	109¼	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Oct. 28	131	May 28	134¾	Nov. 20	..	..
Do., conv. deb. g. 5s, 1907	106½	Jan. 27	105¼	Feb. 24	105¼	Feb. 24	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117	July 30	112	Mar. 18	116	Nov. 27	115⅝	116¼
Do., Michigan div. 1st g. 6s, 1924	131½	Aug. 30	129½	Mar. 26	131½	Aug. 30	..	..
Do., Ashland div. 1st g. 6s, 1925	134	July 22	131	June 18	134	July 22	..	..
Do., Incomes, 1911	110¼	July 2	110¼	July 2	110¼	July 2	..	..
Chi., Mil. & St. Paul con. 7s, 1905	142	Sept. 15	128	Jan. 4	140	Nov. 23	..	..
Do., 1st I. & D. ext. 7s, 1908	140	Oct. 25	130	Jan. 7	139½	Nov. 17	..	..
Do., 1st Southwest. Div. 6s, 1909	120½	Sept. 16	115¾	Jan. 7	119	Nov. 23	..	..
Do., 1st La C. & Dav. 5s, 1919	114¾	Sept. 15	109	Jan. 6	111½	Sept. 15	..	..
Do., 1st So. Min. Div. 6s, 1910	120¾	June 25	115½	Jan. 4	119½	Nov. 26	118¾	..
Do., 1st H. & D. Div. 7s, 1910	132½	Nov. 22	126	Jan. 16	132½	Nov. 22	131	..
Do., do., 5s, 1910	110	June 19	107¼	Jan. 13	109	Oct. 5	..	..
Do., Chi. & Pac. Div. 6s, 1910	121¾	June 25	117	Feb. 8	119	Oct. 15	120	..
Do., 1st C. & Pac. W. g. 5s, 1921	117¾	June 30	112	Jan. 4	116¾	Nov. 22	116	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	114½	Nov. 23	106½	Jan. 8	114½	Nov. 26	..	115
Do., Mineral Point div. 5s, 1910	109¼	Oct. 28	107	Jan. 25	109¼	Oct. 28	..	..
Do., C. & Lake Sup. div. g. 5s, 1921	115½	Nov. 26	112	Apr. 2	115½	Nov. 26	115	..
Do., Wis. & Minn. div. g. 5s, 1921	116½	Nov. 8	110¼	Jan. 21	115	Nov. 23	..	..
Do., terminal g. 5s, 1914	115	June 9	110¾	Jan. 6	113½	Nov. 12	..	..
Do., Far. & So. assu. g. 6s, 1924	..	..	..	..	118	Sept '96	..	..
Do., cont. sink. fd. 5s, 1916	106¼	May 4	106¼	May 4	106¼	July 9	..	..
Do., Dak. & Great So. g. 5s, 1916	112¾	May 25	107	Jan. 7	111½	Oct. 8	111½	..
Do., assn. g. 4s, Series A, 1989	105	Nov. 27	96	Jan. 6	105	Nov. 27	..	..
Mil. & Northern 1st, main line 6s, 1910	123	Nov. 24	118	Jan. 15	123	Nov. 24	..	..
Do., 1st con. 6s, 1913	120	Sept. 10	118	Jan. 14	120	Sept. 10	..	125
Chicago & Northwestern con. 7s, 1915	147	July 23	140	Jan. 4	143½	Nov. 16	..	145
Do., gold 7s, 1902	121¼	May 17	116	Jan. 5	118½	Nov. 10	118⅝	..
Do., do., registered	119½	May 13	116	Jan. 4	118⅝	Nov. 17	115⅝	115¾
Do., sinking fund 6s, 1879-1929	120	Aug. 20	114	Jan. 7	116	Nov. 8	114½	..
Chicago, Rock I. & Pacific 6s, 1917	134	June 19	128½	Jan. 22	133	Nov. 17	..	..
Do., do., registered	133	June 8	128	Feb. 15	132¼	Nov. 22	..	..
Do., ext. and col. 5s, 1934	108	June 29	101¾	Jan. 5	107½	Nov. 27	..	..
Do., do., registered	106⅜	Nov. 27	100¾	Jan. 11	106⅜	Nov. 27	..	..
Do., debenture 5s, 1921	105	Sept. 23	93	Jan. 6	104	Nov. 22	104	104¼
Des Moines & Ft. Dodge 1st 4s, 1905	85	Aug. 21	84	Aug. 17	85	Oct. 29	..	..
Do., 1st 2½s, 1905	70	Aug. 10	62½	May 17	70	Sept. 23	65	68
Do., extension 4s, 1905	83	Mar. 15	83	Mar. 15	83	Mar. 15	..	..
Keokuk & Des Moines 1st 5s, 1923	106	Sept. 9	101½	Feb. 20	103¾	Nov. 13	..	..
Do., do., small	100	Apr. 15	100	Apr. 15	100	Apr. 15	..	..
Chi., St. P., Minn. & Om. con. 6s, 1930	135	Nov. 22	128	Jan. 4	135	Nov. 22	136	137½
Chi., St. P. & M. 1st g. 6s, 1918	132	Oct. 6	129½	Nov. 26	129½	Nov. 26	..	..
St. P. & Sioux City 1st g. 6s, 1919	131¾	Mar. 2	129½	Apr. 15	129½	Nov. 26	..	..
Chi. Term. Trans U.S. Tr. Co. ctfs. of prop	47⅜	Sept. 18	42⅜	July 30	43¾	Nov. 27	..	..
Chi. & W'n Ind. 1st sk. fd. g. 6s, 1919	106	June 22	106	June 22	106	June 22	..	..

	Range for Year 1897. High.	Date.	Low.	Date.	Last.	Date.	Bid.	Asked.
Do., gen. g. 6s, 1932	119½	July 8	116	Mar. 13	118½	Oct. 28	119¾	..
Chi. & West Mich. Ry 5s, 1921	..	..	..	..	98½	Nov. '93	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	119	Oct. 28	119	Oct. 28	119	Oct. 28	..	..
Do., 2d g. 4½s, 1937	103½	Mar. 13	102	Jan. 2	103½	Mar. 13	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	112	Apr. 28	107½	May 24	110¾	Nov. 23	..	..
City & Sub. Ry. Balt. 1st g. 5s, 1922	..	..	..	..	106¾	Apr. '95	..	..
Clev. & Can. Tr. Co. ctfs. for 1st 5s, 1917	74	Jan. 19	67	Aug. 30	67	Nov. 11	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	84	Oct. 14	84	Oct. 14	84	Oct. 14	..	..
Do., Cairo div. 1st g. 4s, 1939	90	Sept. 23	89	Apr. 15	90	Sept. 23	..	..
St. Louis div. 1st col. trust g. 4s, 1990	98½	Apr. 20	90	Sept. 3	94	Nov. 24	..	..
Do., do., registered	92	Nov. 22	92	Nov. 22	92	Nov. 22	..	..
Spring. & Col. div. 1st g. 4s, 1940	..	..	..	..	87	Oct., '95	..	..
White W. Val. div. 1st g. 4s, 1940	..	..	..	..	83	Dec. '95	..	..
Cin., Wab. & Mich. div. 1st g. 4s, 1991	89½	Apr. 15	87½	Feb. 8	88½	Nov. 23	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	102	Mar. 24	98	Jan. 6	100½	Nov. 23	..	..
Do., con. 6s, 1920	..	..	..	..	100	Nov. '94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	114	Oct. 7	107	Jan. 15	114	Oct. 7	110	..
Ind., Bloom. & West. 1st pf. 7s, 1900	107¼	Feb. 19	104½	Jan. 6	107¼	Feb. 19	..	..
Peoria & Eastern 1st con. 4s 1940	81	Aug. 27	68	June 17	77	Nov. 19	..	76
Do., Income 4s, 1900	21	Aug. 28	10	Feb. 27	21	Aug. 28	..	20
C., C., C. & Ind. 1st sk. fd. 7s, 1899	109	Apr. 21	105¾	May 3	107¾	Oct. 6	..	..
Do., con. 7s, 1914	135	Oct. 28	130	June 14	135	Oct. 28	..	..
Do., gen. con. g. 6s, 1934	128	Nov. 26	123¾	Jan. 12	128	Nov. 26	..	..
Cin. & Spfd 1st M.C.C.C. & I. 7s, 1901	107½	Oct. 16	104½	Oct. 16	107½	Oct. 16	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	103	Aug. 20	98	May 11	103	Aug. 27	..	102
Clev. & Mahoning Val. g. 5s, 1938	..	..	..	..	120¾	July '96	..	..
Col. Mid. Tr. Co. ctfs. 1st g. 6s, assstd, 1936	67¾	Feb. 1	50½	June 15	62	Nov. 20	..	..
Do., Tr. Co. ctfs., con. g. 4s, stm gtd, 1940	17	Jan. 16	5	June 28	10¾	Oct. 14	..	..
Do., do., assent'd, all inst. paid	22½	Nov. 26	20	Nov. 26	21½	Nov. 26	..	..
Col., Hock. Val. & Tol. con. g. 5s, 1931	88¾	Jan. 13	63	Feb. 19	68½	May 15	..	..
Do., J.P.M. & Co. eng. ctfs., 345 paid	79	Sept. 18	68½	May 8	71½	Nov. 24	70	8
Do., gen. g. 6s, 1904	87	Jan. 4	49¾	Feb. 18	52	Nov. 6	51	59
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	..	..	..	102	Dec. '95	..	..
Delaware, Lack. & West. 7s, 1907	128	Apr. 2	125¼	Mar. 5	128	Apr. 9	..	..
Syracuse, Bing. & N. Y. 1st 7s, 1906	127	Feb. 3	123½	Apr. 3	125	Apr. 28	..	..
Morris & Essex 1st 7s, 1914	145	Sept. 3	140½	Jan. 5	145	Sept. 9	..	..
Do., 7s, 1900	112	May 5	109	Aug. 17	109	Nov. 23	109	..
Do., 7s, 1871-1901	114½	Feb. 19	111½	Oct. 7	111½	Oct. 7	..	..
Do., 1st con. gtd. 7s, 1915	145½	May 18	140	Jan. 25	144	Nov. 22	144½	145¾
Do., registered	..	..	..	..	138	July '92	..	..
N. Y., Lack. & West. 1st 6s, 1921	139	Aug. 2	136	Mar. 18	138½	Oct. 12	..	..
Do., construction 5s, 1923	118½	Aug. 6	116	Sept. 21	118½	Nov. 17	..	..
Warren 2d 7s, 1900	..	..	..	..	112	May '96	..	..
Del. & Hud. 1st Penn. div. 7s, 1917	147½	Aug. 31	142	Apr. 20	147½	Aug. 31	..	..
Do., do., registered	143	May 4	143	May 4	143	May 4	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	124½	Sept. 22	122½	May 8	123	Nov. 15	..	..
Do., g. 6s, 1906	118¾	Mar. 29	115½	Oct. 5	116¾	Nov. 19	..	..
Do., do., registered	118	Feb. 25	116¼	Mar. 22	116½	Mar. 22	..	..
Ren. & Saratoga 1st 7s, 1921	148⅞	July 7	145	May 6	148¾	Aug. 18	..	..
Do., do., registered	143	Nov. 18	143	Nov. 18	143	Nov. 18	..	..
D. & R. Grande 1st con. g. 4s, 1936	90	June 7	88⅜	July 7	88½	Nov. 17	88½	..
Do., 1st g. 7s, 1900	113¾	Apr. 13	106⅜	May 27	108	Nov. 19	108¼	..
Do., Improvement g. 5s, 1928	87¼	Sept. 25	80	Feb. 23	86	Nov. 27	84	..
Det., Mack. & Mar. ld gt. 3½ S. A., 1911	22	Feb. 3	17	Apr. 27	18	Nov. 10	..	20
Duluth & Iron Range 1st 5s, 1937	105½	Sept 18	97½	June 9	102¾	Nov. 27	..	..
Do 2d l. mtg. 6s, 1916	..	..	..	..	..	..	100	..
Duluth So. Shore & Atlantic g. 5s, 1937	104	June 29	99¼	Jan. 16	103½	Nov. 16	..	..
Erie 1st. ext. g. 4s, 1947	113	Oct. 16	111	Sept. 2	111	Nov. 24	110½	..
Do., 2d. ext. g. 5s, 1919	122	June 23	116	Mar. 1	119	Oct. 5	..	..
Do., 3d. ext. g. 4½s, 1923	116	June 21	112	Jan. 7	112¾	Nov. 12	..	..
Do, 4th ext. g. 5s, 1920	120½	Oct. 29	118½	Apr. 19	120½	Oct. 29	..	..
Do., 5th ext. g. 4s, 1928	105¾	Oct. 29	103¾	May 29	105¾	Oct. 29	..	..
Do., 1st con. g. 7s, 1920	144½	Aug. 7	139¾

	Range for Year 1897. High.	Date.	Low.	Date	Last.	Date.	Bid.	Asked.
South & North A. con. gtd. g. 5s, 1936	94½	Jan. 19	91	Feb. 20	92⅜	Nov. 23	..	..
Kentucky Central g. 4s, 1978	90	Jan. 20	85	Feb. 2	87½	Nov. 23	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	..	....	..	....	104	Jn.20,'96	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	..	....	..	....	100⅝	Sept.'93	..	..
Manhattan Railway con. g. 4s, 1990	97⅜	Aug. 11	91½	Apr. 6	95	Nov. 24	94½	94⅝
Memphis & Charleston g. 6s, 1924	..	....	..	....	58	Jan. 26	..	..
Metropolitan Elevated 1st g. 6s, 1908	121	June 25	116⅜	Jan. 6	118½	Nov. 8	119	120
Do., 2d 6s, 1899	107⅜	Apr. 28	104¼	June 4	103½	Nov. 20	103	103½
Metropo'n St. Ry. gen. cl. t. g. 5s, 1997	113	Nov. 19	109⅜	Oct. 30	112	Nov. 24	111⅜	112⅛
B'way & 7th Av. 1st con. g. 5s, 1943	120⅝	Aug. 20	116½	Jan. 5	120½	Nov. 24	120½	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	120	June 15	115½	Mar. 1	119	Nov. 18	..	..
Lex. Av. & Pav. F. 1st gtd. g. 5s, 1993	120	July 15	115⅛	Mar. 5	119	Nov. 24	118½	..
Mexican Central con. g. 4s, 1911	68½	Jan. 22	66	Aug. 13	66	Aug. 14	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr.'90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	S.16,'96	..	..
Mexican International 1st g. 4s, 1942	73	Jan. 22	69	Mar. 3	69	Mar. 10	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar.'96	..	..
Do., 2d income g. 6s A, 1917	..	....	..	....	42⅜	N.12,'96	..	..
Do., 2d income g. 6s B, 1917	13	July 9	9	May 28	13	July 9	..	..
Mexican Northern 1st g. 6s, 1910	100	Jan. 30	96	Jan. 13	100	Jan. 30	..	..
Michigan Central 1st con 7s, 1902	119	Apr. 28	114	Nov. 24	114	Nov. 24	114	..
Do., 1st con 5s, 1902	108	Mar. 8	105½	June 9	107½	Oct. 21	105⅜	106¼
Do., 6s, 1900	..	....	..	....	..	....	119	..
Do., 5s, 1931	121	Nov. 18	120	July 15	121	Nov. 18	120½	..
Do., do., registered	..	....	..	....	..	....	119½	..
Do., 4s, 1940	106¼	June 4	105¼	June 4	105¼	June 4	107	..
Minneapolis & St. Louis 1st g. 7s, 1927	143	July 22	137½	Jan. 20	143	July 22	142½	..
Do., 1st con. g. 5s, 1934	107¼	Oct. 25	100	Jan. 2	105½	Nov. 19	105½	..
Do., Iowa ext. 1st g. 7s, 1909	127	Nov. 22	123¾	Apr. 28	127	Nov. 22	..	..
Do., Southwestern ext. 1st g. 7s, 1910	..	....	..	....	129	May'96	124	..
Do., Pacific ext. 1st g. 6s, 1921	121¾	Mar. 8	120	Jan. 9	121¼	Aug. 31	119	..
Mo., K. & T. 1st g. 4s, 1990	87½	Nov. 27	82	June 4	87⅛	Nov. 27	87⅜	87¾
Do., 2d g. 4s, 1990	65¼	Sept. 16	64¾	May 7	62	Nov. 27	62	..
Do., 1st exin. g. 5s, 1944	..	Oct.	79½	Nov. 10	82½	Nov. 20	..	..
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	86⅜	July 29	79	Jan. 8	83	Nov. 27	82½	83
Kansas City & Pacific 1st g. 4s, 1990	71½	Apr. 6	63½	Feb. 3	67	Oct. 30	60	68
Dallas & Waco 1st gtd. g. 5s, 1940	83	Sept. 4	72½	May 19	80	Nov. 23	78	82
Tebo & Neosho 1st 7s, 1903	..	....	..	....	..	....	100	..
Mo., K. & Eastern 1st gtd. g. 5s, 1942	100	Sept 1	88½	May 26	92½	Nov. 27	92	92½
Missouri Pacific 1st con. g. 6s, 1920	98½	Sept. 8	93	May 22	90⅜	Nov. 23	89½	90½
Do., 3d 7s, 1906	110	Sept. 8	98	Mar. 23	105	Nov. 23	..	106½
Do., trust g. 5s, 1917	..	....	..	....	74½	S. 7, '96	..	72
Do., 1st collateral g. 5s, 1920	74½	Sept. 7	40	May 4	63	Nov. 26	60	70
Pacific R. of Mo. 1st ext. g. 4s, 1938	103	July 15	100	Apr. 30	102	Nov. 23	102	..
Do., 2d extended g. 5s, 1938	108½	Nov. 26	100	Apr. 12	103¾	Nov. 26	107½	109
St. L. & I. Mt. 1st ext. 4½s, 1947	107⅜	Nov. 24	103	Apr. 12	107⅜	Nov. 26	107	..
Do., Arkans. Branch ext. g. 5s, 1935	107½	Nov. 22	104	June 7	107½	Nov. 22	107½	..
Do., gen. con. ry. & ld. grt. g. 5s, 1931	90⅝	Sept. 14	67½	May 14	87	Nov. 26	85½	86
Do., gen. con. stmpd. gtd. g. 5s, 1931	87	Aug. 31	68	June 1	85	Oct. 19	..	..
Mobile & Ohio new g. 6s, 1927	124	Nov. 17	116¼	June 4	124	Nov. 17	122	..
Do., 1st extension g. 6s, 1927	119	Oct. 19	112	Mar. 25	117	Oct. 19	..	..
Do., gen. g. 4s, 1938	77⅜	Aug. 30	65	Apr. 19	72½	Nov. 26	72½	72⅝
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	Apr.'96	..	..
Morgan's La. & Texas 1st g. 6s, 1920	114	Nov. 17	114	Nov. 17	114	Nov. 17	..	..
Do., 1st 7s, 1918	127½	Oct. 26	127½	Oct. 26	127½	Oct. 26	..	..
Nash., Chat. & St. Louis 1st 7s, 1913	133½	June 22	127½	Jan. 4	133	Nov. 9	..	..
Do., 2d 6s, 1901	105¾	Nov. 1	104½	Apr. 14	105¾	Nov. 9	..	..
Do., 1st con. g. 5s, 1928	103½	Oct. 26	98½	June 8	103½	Nov. 23	..	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar.'96	..	..
N. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug.'94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	121¾	Apr. 15	117¼	Jan. 7	119	Nov. 26	118⅞	119¼
Do., do., registered	120¾	Apr. 26	117	Jan. 4	118⅝	Nov. 18	118⅜	119¼
Do., debenture 5s of 1884-1904	112	Aug. 28	106	Mar. 4	109¾	Nov. 18	110	110½
Do., do., registered	111	July 21	106½	Jan. 9	111	July 21	110	110½
Do., reg. debenture 5s of 1889-1904	100½	Sept. 17	107¼	Feb. 13	109⅛	Sept. 24	110	110½
Do., debenture g. 4s, 1890-1905	105¾	May 3	102½	Feb. 10	104	Oct. 20	104⅞	..
Do., do., registered	104⅜	Aug. 20	101¾	Jan. 13	103½	Oct. 19	102⅞	..
Do., deb. certfs. ext. g. 4s, 1905	105	July 20	101⅞	Jan. 5	103	Nov. 22	103⅛	104
Do., do., registered	104	July 29	103⅝	May 19	104	July 29	103¼	104
Harlem 1st 7s, 1900	114	Apr. 29	107½	Nov. 8	107⅛	Nov. 15	107⅝	..
Do., do., registered	114	Mar. 30	107	Oct. 27	107¾	Nov. 27	107½	107¾
N. Jersey Junc. R. 1st 4s, 1986	103	May 7	103	May 7	103	May 7	104	..
West Shore 1st 4s, gtd, 2361	111⅞	Nov. 24	105	Jan. 4	111½	Nov. 26	111½	111¾
Do., registered	111⅜	Nov. 24	104	Jan. 4	111½	Nov. 26	111½	111¾
Beech Creek 1st gtd. g. 4s, 1936	108½	Mar. 24	103	Jan. 7	108½	Nov. 16	..	108½
Clearfield Bituminous Coal Corpn. 1st s. f. int. gtd. g. 4s, ser. A, 1940	86	Nov. 15	86	Nov. 15	86	Nov. 15	..	..
Rome, W. & Og. con. 1st ext. 5s, 1922	..	....	..	....	..	....	..	..
coup. g. bond currency	121½	July 2	117¾	Jan. 5	119	Nov. 23	..	..
R., W. & Og. Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan.'92	118½	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct. '94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	107½	June 2	107½	June 2	107½	Oct. 14	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar.'96	..	..
Do., gen. lien g. 3s, 2047	61⅜	Sept. 9	51¼	Apr. 19	59½	Nov. 27	59	..
Nor. Pac. Terminal Co. 1st g. 6s, 1933	110	Mar. 20	97¾	May 17	104	Nov. 24	100	..
Norfolk & Southern 1st g. 5s, 1941	108	June 26	100¾	Feb. 20	108	June 26	104½	..
Norfolk & West. R. R. gen. g. 6s, 1931	123½	July 16	117	Jan. 13	122	Sept. 22	120	..
Do., New River 1st g. 6s, 1932	120½	Oct. 29	111	Apr. 1	120½	Oct. 29	115	..
Do., improvement & ext. g. 6s, 1934	..	....	..	....	97	Feb.'94	108	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	101	Feb. 23	101	Feb. 23	101	Feb. 23	..	..
Scioto V. & N. E. 1st gtd. g. 4s, 1989	85	Sept. 13	79½	June 4	82	Nov. 23	..	..
Norf. & West. Ry. 1st con. g. 4s, 1996	80⅝	Sept. 10	67½	Apr. 24	76¼	Nov. 27	76⅛	76¾
Ogdens. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	Apr.'96	90	..
Do., do., small	..	....	..	....	82	Feb.'87	..	..
Ohio & Miss. con. sink. fund 7s, 1898	106	June 19	102	Aug. 4	103	Nov. 18	103	..
Do., con. 7s, 1898	106¾	June 22	102	July 30	102⅝	Nov. 6	103	..
Do., 2d con. 7s, 1911	120	Mar. 3	115	Jan. 13	120	June 21	..	..
Do., 1st Springfield div. 7s, 1905	106⅞	Apr. 29	100½	June 23	101¼	Nov. 18	101	103
Do., 1st gen. 5s, 1932	..	....	..	....	98	Apr.'92	..	..
Ohio River Railroad 1st g. 5s, 1936	106	Nov. 15	101½	Apr. 30	105	Nov. 15	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	Dec. 16	96	..
Ohio Southern 1st g. 6s, 1921	90	Jan. 6	83¼	Feb. 24	80	Nov. 19	..	..
Do., gen. g. 4s, 1921	18	Sept. 17	9	June 22	14	Nov. 12	..	..
Do., do., eng. Trust Co. certfs	15	Jan. 8	8¼	Apr. 22	8¼	Apr. 22	..	..
Omaha & St. Louis 1st g. 4s, 1901	83	Nov. 15	76	Nov. 12	82½	Nov. 26	82¼	83
Oregon & Calif. 1st gtd. g. 5s, 1927	72¼	June 11	72¼	June 11	72¼	June 11	..	..
N. Y., Chic. & St. Louis 1st g. 4s, 1937	108	Sept. 2	103⅛	Apr. 4	106¼	Nov. 26	106	106¼
Do., do., registered	105	Feb. 16	102¾	May 24	103	Nov. 4	..	..
N. Y. & New England 1st 7s, 1905	123½	June 16	119¾	Jan. 14	123	June 16	..	..
Do., 1st 6s, 1905	114	Jan. 18	113¾	May 27	114	May 27	..	..
N.Y.,N.H. & H. 1st registered 4s, 1903	104½	Oct. 7	104½	Oct. 7	104½	Oct. 7	..	104½
Do., con. deb. certfs, $1,000	142	Sept. 28	132¼	Feb. 4	140	Nov. 22	139¼	..
Do., do, small certfs., $100	140½	Sept. 28	133	Feb. 15	140	Nov. 1	..	..
New York & Northern 1st g. 5s, 1927	122½	Sept. 24	118½	Jan. 7	122½	Sept. 24	..	..
N. Y., Ont. & Wn. con 1st g. 5s, 1939	111	May 27	108	Oct. 7	109¾	Nov. 23	109¼	..
Do., refunding 1st g. 4s, 1992	90	Aug. 30	86⅜	Jan. 5	86⅜	Nov. 27	86⅜	86¾
N. Y., Sus. & W. 1st refunding 5s, 1937	107	Sept. 16	100	Jan. 5	105¼	Nov. 27	106	106¼
Do., 2d g. 4½s, 1937	85	Sept. 16	73	June 19	84	Oct. 7	..	..
Do., gen. g. 5s, 1940	99¼	Sept. 17	88	June 7	96¾	Nov. 24	..	97
Do., terminal 1st g. 5s, 1943	108¼	Oct. 6	106	Jan. 4	106¼	Nov. 12	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	98	July 27	87½	Jan. 20	95	Nov. 27	94	96
Midland R. of N.J. 1st g. 6s, 1910	121	Sept. 15	116¾	Apr. 2	120	Nov. 23	120	..
Nor. Pac. R. R. gn. 1st R. R. & l. g. s. f. g. 6s, 1921	122½	Sept. 13	113	Jan. 6	118	Nov. 27	117	..
Do., do., registered	122	Sept. 14	113¾	Jan. 7	118	Nov. 23	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	130	July 27	123¼	Feb. 9	128	Oct. 29	..	..
Do., do., registered certificates	128¾	Oct. 5	128½	Oct. 5	126	Nov. 3	..	..
Nor. Pac. Ry. pr. ln. ry. & ld. gt. g. 4s, 1997	92¾	Sept. 8	85¼	Jan. 5	92¼	Nov. 27	91¾	..
Do., registered	92¾	Sept. 25	85¾	Apr. 17	90¾	Nov. 6	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	108	Sept. 21	88	Apr. 29	108	Sept. 21	..	..
Do., eng. Trust Co ctfs of deposit	103¾	Sept. 18	84½	June 5	102½	Nov. 26	103	103½
Do., con. g. 5s, 1939	*49	Sept. 20	15	Feb. 10	*40	Nov. 15	..	..
Do., do., Tr. Co. recr. cts., 3d. ln. pd.	42½	Nov. 20	42	Nov. 16	42½	Nov. 20	40	42
Ore. R. & N. 1st sink. fd. g. 6s, 1900	114	Apr. 8	110	Jan. 4	112½	Nov. 23	112½	..
Oreg. R. & N. Co. con. g. 4s, 1946	93½	Nov. 16	80	Jan. 4	93¼	Nov. 26	93¼	93⅜
Oregon Short Line 1st g. 6s, 1922	121	July 26	113¾	Jan. 4	121	Nov. 26	121	..
Utah & Northern 1st 7s, 1908	119½	June 30	114	Feb. 18	118½	Aug. 5	..	..
Do., g. 5s, 1926	102	May 24	102	May 24	102	May 24	100	..
Ore. Short Line 1st con. g. 5s, 1946	93¾	Nov. 3	86	July 9	93½	Nov. 26	93¼	93⅞
Do., non-cum. inc. A 5s, 1946	61⅜	Aug. 31	44	July 8	56¾	Nov. 27	56½	56⅝
Do., non-cum. inc. B and col. trust	40¼	Sept. 23	36	Nov. 4	37½	Nov. 27	..	..
Panama Sink. Fd. subsidy g. 6s, 1910	..	....	..	....	101½	Dec.'96	..	..
Pennsylvania Co.								
Penn. Co. gtd. 1st g. 4½s, 1921	114½	Nov. 17	109¾	Jan. 18	114½	Nov. 22	..	..
Do., do., registered	114½	Nov. 23	109¾	Jan. 28	114½	Nov. 23	..	..
Pitts., C. & St. L. con. gtd. g. 4½s series A, 1940	112	Sept. 21	106⅞	Apr.	4	109	Oct. 21	..	..
Do., do., Series B, gtd, 1942	111¼	Aug. 24	108¾	Jan. 23	110¾	Nov. 27	..	..
Do., do., Series C, gtd., 1942	111	June 17	111	June 17	111	June 17	..	..
Do., do., Series D, gtd. 4s, 1945	102	Apr. 20	101¼	Aug. 6	102	Oct. 9	..	..
Pitts., C. & St. L. 1st 7s, 1900	111¼	July 2	109¾	Feb.	4	111¼	July 2	..	..
Do., do., registered	109¾	Apr. 28	109	Apr.	14	109¾	Apr. 28	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	142	Oct. 4	135	Jan. 6	142	Nov. 16	..	..
Do., 2d 7s, 1912	140½	Sept. 15	136	Jan. 20	140½	Sept. 15	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug.'96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	115	Jan. 4	110¼	July 8	110¼	July 8	109	..
Clev. & Pitts. con. sink. fund 7s, 1900	113¾	Apr. 14	110½	July 8	110¼	July 8	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	110½	Apr.'96	..	..
St. L., Van. & T. H. 2d 7s, 1898	102	June 18	101	Nov. 9	101	Nov. 9	..	..
Do., 2d gtd. 7s, 1898	..	....	..	....	100	N.25'96	..	..
Gd. Rap. & Ind. ex. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jn.27,'96	..	..
Allegh. Val. gen. gtg. g. 4s, 1942	102	Nov. 10	102	Nov. 10	102	Nov. 10	..	..
Penn. R. R. Co. 1st real est. g. 4s, 1923	109	Apr. 14	108	May 12	108	May 12	..	..
United N. J. R. R. & Can. Co. gen. 4s, 1944	114¼	Oct. 22	113¾	Mar. 16	114¼	Oct. 22	..	..
Peoria, Dec. & Evans. 1st g. 6s, 1920	104	Feb. 1	92	May 28	103¾	Nov. 18	103	..
Do., gn. Trust Co. certfs	108	Nov. 10	97½	Oct. 29	103	Nov. 10	98	..
Do., Evans. div. 1st g. 6s, 1920	106	Feb. 8	91	June 2	102¾	Nov. 26	102	..
Do., do., gn. Trust Co Certfs	96¾	Nov. 11	95¾	Nov. 10	96¾	Nov. 11	95	..
Do., Trust Co. ctfs for 2d g. 5s, 1928	27¾	Jan. 15	10	May 14	15	Nov. 18	13	..
Peoria & Pekin Union 1st g. 6s, 1921	114	Jan. 21	112¾	Mar. 8	113½	Mar. 8	..	..
Do., 2d g. 4½s, 1921	90	Oct. 15	75¾	Jan. 21	85	Nov. 24	..	..
Pine Creek registered gtd 6s, 1932	137	Nov. 17	137	Nov. 17	137	Nov. 17	..	..
Pitts., Clev. & Tol. 1st 6s, 1922	..	....	..	....	10o⅞	Apr.'96	..	..
Pitts., Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar.'96	..	..
Pitts. & L. E. 2d g. 5s, Series A & B, 1928	..	....	..	....	114	Mar.'93	..	..
Pitts., McK. & Yough. 1st gtd 6s, 1932	..	....	..	....	117	May'89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	96¼	Apr.'95	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	105¼	Nov. 22	96	Jan. 2	105	Nov. 27	105	..
Do., 1st cons g. 5s, 1943	98	July 14	98	July 14	98	July 14	..	..
Pitts. & West. 1st g. 4s, 1917	78¼	Oct. 22	60	June 7	78¼	Nov. 22	..	..
Do., g. 5s, 1891-1941	33¼	Mar. 1	33¼	Mar. 1	33¼	Mar. 1	..	..
Reading Co. gen. g. 4s, 1997	90¾	Sept. 8	90¼	Apr. 2	90⅝	Nov. 27	..	..

	Range for Year 1897. High.	Date.	Low.	Date	Last.	Date.	Bid.	Asked.
Rio Grande West. 1st g. 4s, 1939	83½	Sept. 18	70½	Mar. 29	81⅜	Nov. 27	..	..
Rio Grande Junc. 1st gtd. g. 5s, 1939	90	Oct. 21	90	Oct. 21	90	Oct. 21	..	..
Rio Grande South. 1st g. 3-4s, 1940	63½	Jan. 15	63½	Jan. 15	63½	Jan. 15	..	..
St. Jo & Gr. Island 1st g. 2-3-4s, 1947	69	Sept. 18	62⅝	June 10	68	Nov. 26	..	..
St. L., Alton & T. H., 1st & term. g. 5s, 1914	106¼	Nov. 22	104½	Apr. 28	106¼	Nov. 22	..	..
Belleville & Carodt 1st 6s, 1923	..	....	..	....	115	J 22,'96	..	..
C., St. L. & Pad. 1st gtd. g. 5s, 1917	106	July 1	106	July 1	106	July 1	..	..
St. Louis South. 1st gtd. g. 4s, 1931	90	Nov. 12	90	Nov. 12	90	Nov. 12	..	..
Do., 2d income 5s, 1931	..	....	..	....	72½	Feb.'93	..	..
Do., 1st con. g. 5s, 1939	..	....	..	....	..	....	80	..
St. Louis & S. F. Ry. 2d g. 6s, Class A, 1906	115	Apr. 23	112	Jan. 6	114⅞	June 18	113¾	..
Do., 2d g. 6s, Class B, 1906	116½	Oct. 18	112	Jan. 6	114¾	Nov. 15	113⅝	..
Do., 2d g. 6s, Class C, 1906	115¾	Oct. 11	111⅜	May 4	115¾	Oct. 11	113¾	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113½	July '96	..	..
Do., gen. g. 6s, 1931	116½	June 29	108¾	Jan. 7	116½	Nov. 19	..	..
Do., gen. g. 5s, 1931	102¼	Nov. 23	94½	Jan. 5	102⅛	Nov. 26	102	..
Do., 1st trust g. 5s, 1987	92¾	Sept. 17	86	May 13	88	Nov. 6	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	110	Mar. 30	105	Oct. 4	105	Oct. 4	..	..
St. L. & San Fran. R. R. g. 4s, 1996	73½	Nov. 27	62½	Jan. 14	73¼	Nov. 27	73¼	73½
St. Louis Southw. 1st 4s, bd. ctfs, 1989	76¾	Sept. 4	59¾	Apr. 1	72¼	Nov. 26	..	..
Do., 2d g. 4s, inc. bond cts, 1989	31¼	Aug. 9	15	Apr. 1	27⅛	Nov. 18	..	..
St. Paul City Ry. Cable con. g. 5s, 1937	91	Feb. 27	90	Nov. 8	90	Nov. 8	..	..
St. Paul & Duluth 1st 5s, 1931	..	....	..	....	114	Aug.'91	115	120
Do., 2d 5s, 1917	105	Aug. 12	102	Apr. 10	104½	Nov. 27	104½	105
St. Paul, M. & M. 2d 6s, 1900	122½	Mar. 5	118¾	Jan. 11	120	Nov. 22	120½	..
Do., Dakota extens. g. 6s, 1910	122¾	July 30	116¾	Jan. 4	120¼	Nov. 26	..	..
Do., 1st con. g. 6s, 1933	129	June 12	123	Jan. 6	123½	Nov. 26	..	..
Do., do., registered	..	....	..	....	119⅝	Sep.'96	..	..
Do., do., reduced to g. 4½s	107⅜	June 29	102¼	Jan. 4	106¼	Nov. 10	..	..
Do., do., do., registered	106⅛	Mar. 29	103½	Mar. 29	106¼	Mar. 29	..	..
Do., Montana exten. 1st g. 4s, 1937	95	Aug. 30	87¾	Jan. 12	93½	Nov. 17	..	..
Do., do., registered	89½	Apr. 20	85	Jan. 19	89½	Apr. 20	..	..
Minneapolis Union 1st g. 6s, 1922	128	Sept. 10	123	July 10	126	Sept. 10	..	..
Montana Central 1st gtd. g. 6s, 1937	122½	Oct. 27	114¼	Feb.	8	122½	Oct. 27	..	..
Do., do., registered	115	Apr. 24	115	Apr.	24	115	Apr. 24	..	..
Do., 1st gtd. g. 5s, 1937	108	June 2	103	Feb. 19	106	Nov. 27	..	..
Eastern Minn. 1st div. 1st g. 5s, 1908	108	Mar. 17	105¼	Sept. 16	107	Nov. 9	107½	..
Willmar & Sioux Falls 1st g. 5s, 1938	111	Nov. 23	106	Mar. 16	111	Nov. 23	..	..
Do., do., registered	..	....	..	....	115	Ap.24,'96	..	..
San. Ant. & A. P. 1st gtd. g. 4s, 1943	63	Aug. 16	54¾	Jan. 13	60½	Nov. 27	60	61
San F. & N. P. 1st s. f. g. 5s, 1919	100½	Oct. 20	100⅜	Oct. 20	100½	Oct. 20	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	114	Jan. 25	114	Jan. 25	114	Jan. 25	..	..
Do., 1st g. 5s, 1934	106¾	Aug. 2	104½	Oct. 18	104½	Oct. 18	..	..
Seaboard & Roanoke 1st 5s, 1926	..	....	..	....	98	Ap.18,'96	..	..
Seat. L. S. & E. Tr. Co. cts., 1st gtd. g. 6s, 1931, assessment paid	40	Aug. 11	33	Aug. 10	40	Aug. 11	..	35
South Carolina & Ga. 1st g. 5s, 1919	95½	Aug. 31	87½	Feb.	3	93	Nov. 15	93¼	..
So. Pac. of Ariz. gtd. 1st g. 6s, 1909-10	102	Nov. 26	90	Feb.	2	102	Nov. 26	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	100	Sept. 14	105¾	Oct. 11	108	Nov. 15	..	..
Do., do., 1st con. gtd. g. 5s, 1937	92¾	Nov. 27	85	Feb. 17	92	Nov. 27	..	..
Austin & Northw'n 1st gtd. g. 5s, 1941	89	Mar. 15	82	Jan.	2	84½	Nov. 23	..	..
So. Pac. of N. M. 1st g. 6s, 1911	108¼	Nov. 27	102	Jan.	4	108¼	Nov. 27	..	..
South'n R'way 1st con. g. 5s, 1994	95	Sept. 3	87½	Mar.	29	91⅜	Nov. 26	91	92½
East Tenn. reorg'n lien g. 4-5s, 1938	92	Sept. 21	86	May	8	91½	Nov. 5	..	..
Alabama Cent. R. 1st g. 6s, 1918	112¾	Aug. 17	103¼	Feb.	3	112¾	Aug. 17	..	..
Colum. & Greenville 1st g. 5-6s, 1916	117	Nov. 17	115½	Aug.	26	117	Nov. 17	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	111	June 22	107¼	Jan.	4	109½	Nov. 26	109½	110
Do., divisional g. 5s, 1930	116	June 5	112	Jan.	27	115	Nov. 12	..	..
Do., con. 1st g. 5s, 1956	112	Aug. 13	107	Jan.	2	109¾	Nov. 26	100	100½
Georgia Pac. Ry. 1st g. 5-6s, 1922	120	Nov. 8	107½	Jan.	6	120	Nov. 8	..	..
Knoxville & Ohio 1st g. 6s, 1925	116½	June 30	112	Jan.	7	115	Nov. 12	114¾	..
Rich. & Danv. con. g. 6s, 1915	124½	June 23	117¾	Jan.	5	124	Nov. 26	124	..
Do., equipment sink. fd. g. 5s, 1909	101	Nov. 22	100

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue gen. m. 5s	103	104
Atlantic Avenue con. m. 5s	100	103
Atlantic Avenue imp. 5s	77	80
Bridgeport Traction 1st 5s	100	105
Bleecker St. & F'ton Fy. stock	30	33
Bleecker St. & F. Fy. 1st 5s	105	107
Broadway & Seventh Avenue	203	206
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	112
Broadway Surface 1st 5s	117	118
Broadway Surface 2d	104	108
B'klyn, Bath & W. E. 5s, ex in.	71	72
Brooklyn City Railroad	194	196
Brooklyn City, R. R. 1st m. 5s	114½	116
B'klyn City & Newtown stock	180	195
B'klyn City & Newtown 1st 5s	113	116
Brooklyn Elevated, t. r.	6	7½
B'klyn, Queens Co. & Sub'n 5s	104	106
Buffalo Crosstown 5s	106	108
Buffalo Street Railway stock	77½	70
Buffalo Street Ry. 1st consols	109	111
Central Crosstown	245	260
Central Crosstown 1st 6s	117	120
Central Park, N. & E. River	173	177
Central Park, N. & E. River 7s	113	117
Christopher & Tenth Street	155	165
Christopher & Tenth Street 1st	100	105
Citizens' Ry., (Indianapolis)	15	18
Citizens' Ry. (Indianapolis) 5s	75	..
Cleveland City Railway	60	..
Cleveland Cable 1st 5s	100	102
Cleveland Electric Railway	55	..
Cleveland Electric con. 5s	101	104
Coney Island & Brooklyn stock	150	..
Coney Island & B'klyn 1st 5s	103	107
C. I. & B'klyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	47	48
Columbus (Ohio) cons. 5s	94	95
Columbus Crosstown 1st 5s	90	..
Consolidated Traction, N. J.	35½	36½
Consolidated Trac., N. J., 5s	96	97
D. D., E. B'way & B. stock	175	190
D. D., E. B'way & B. 1st 5s	115½	117
D., D., E. B'y & B. 5 p. c. scrip	100	102
Eighth Avenue	320	325
Eighth Av. 6 per cent. scrip	100	105
42d & Grand Street	325	350
42d St., Man. & St. Nich. Av.	30	40
42d St., Man. & St. N. Av. 1st	116	117
42d St., Man. & St. N. Av. 2d	70	73
Grand St. & Newtown, B'klyn.	55	65
Kings County Elevated	2½	3½
Kings County Traction	40	43
Louisville St. Ry. 5 p. c. bonds	111½	112
Louisville St. Ry. com.	42	43
Louisville St. Ry. pref.	94	95
Met. W. S. Elev. (Chi.) 1st 5s	51	53
Minneapolis St. Ry. 5s	90	95
Nassau Elec. 1st 5s, (B'klyn)	96½	98
New Orleans Traction common	4⅞	5½
New Orleans Traction pref	19	22
New Orleans Traction notes	..	75
North Shore Traction com.	18	20
North Shore Traction pf.	74	75
Ninth Avenue	180	200
Providence & Pawtucket 1st	102	103½
Richmond Ry. Elec. 1st 5s	80	83
Rochester Ry	18	19
Rochester Ry. con. 5s	90	..
Second Avenue stock	120	130
Second Avenue 1st m. 5s	108½	110
Second Avenue debenture 5s	102	105
Scranton Traction	7	9
Sixth Avenue R. R. stock	190	198
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	114	116
Third Avenue Railroad	146	148
Twenty-third Street	310	..
Twenty-third St. deb. 5s	100	105
Twin City R. Traction Co. com.	12	15
Twin City R. Tr. Co. pf.	..	95
Union Railway	110	..
Union Railway 1st 5s	106	108
West Chicago St.	..	102¼
West End, (Boston)	82⅞	83⅛
West End, (Boston) pf.	100	101
Worcester Traction common	17	18
Worcester Traction pf.	90	95

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	90
Hoboken Ferry 5s	105	107
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	95	97
N. Y. & E. R. Ferry stock	75	80
Union Ferry	65½	66¾
Union Ferry bonds	104	106

Trust Companies, &c.

	Bid.	Asked.
American Surety	175	180
Atlantic	145	155
Bond & Mort. Guar. Co.	180	190
Brooklyn	405	..
Central	1,240	..
Colonial	155	159
Continental	180	..
Farmers' Loan & Trust	810	..
Franklin	233	240
German-American R. E.	20	30
Guaranty	450	..
Hamilton	235	240
Kings County	285	292½
Knickerbocker	200	..
Lawyers' Surety	105	108
Lawyers' Title Ins.	145	..
Long Island Loan & Trust	223	230
Manhattan	150	..
Manufacturers', Brooklyn	220	..
Mercantile	440	..
Metropolitan	305	..
Nassau	150	155
National Surety	200	212
N. Y. Life Ins. & Tr. Co.	1125	..
N. Y. Security & Trust	325	..
People's	240	..
Real Estate Trust Co.	180	..
Real Estate Ex. & Auc. R.	60	70
State	190	197
Title Guar. & Trust	267	..
Union	1000	1010
U. S. Mortgage & Trust	265	..
United States	1115	..
Washington	228	..

Insurance Companies.

	Bid.	Asked.
Citizens'	107	110
Commonwealth	107	115
Continental	375	..
Eagle	238	245
Empire City	103	106
Farragut	85	90
German-American	400	415
Germania	250	265
Greenwich	155	..
Hamilton	110	115
Hanover	143	150
Home	190	200
Kings County, Brooklyn	175	180
Nassau, Brooklyn	155	160
New York	115	120
Niagara	157	163
North River	125	130
Pacific	145	..
Peter Cooper	125	130
Phenix, Brooklyn	170	175

Insurance Companies Continued.

	Bid.	Asked.
Rutgers	125	130
Stuyvesant	80	85
United States	118	125
Westchester	200	220
Williamsburg City	380	..

Electric Light and Manufacturing.

	Bid.	Asked.
Allegheny County Light Co.	105	..
Brush Electric Co.	..	40
Bridgeport (Conn.) Elec. L. Co.	35	38
Eddy Electric Mfg. Co.	..	19
Edison Elec. Ill. Co., St. Louis.	3½	4½
Edison Elec. Ill. Co., Brooklyn.	106	110
Edison Ore Milling Co.	12	15
Edison Storage Co.	27½	29
East End Electric Light	..	10
Fort Wayne Electric Co.	½	1½
Ft. Wayne E.Co.,T. S.,Series A.	2	3¼
General Electric Co. pf.	81	85
Hartford(Conn.)Elec. Light Co.	110	..
Hartford (Conn.) L. & P. Co.	4½	..
New Haven (Conn.) Elec. L. Co.	145	..
Narragansett(Prov.,R.I.) E. Co.	82	85
Rhode Island Elec. Protec. Co.	115	120
Toronto (Can.) Elec. Light Co.	131	131¾
Thomson-Houston Welding Co.	5	..
United Elec. Light & P. Co. pf.	2	..
Westinghouse El. & Mfg. Co.	..	23
Westinghouse El. & Mfg. Co. pf.	..	54
Woonsocket (R. I.) Electric Co.	90	100

Banks.

	Bid.	Asked.
America	340	..
American Exchange	171	174
Astor Place	225	..
Bowery	310	320
Broadway	237	240
Butchers & Drovers'	85	90
Central	161	167
Chase	500	..
Chatham	290	300
Chemical	4000	4300
Citizens'	125	135
City	700	..
Clinton	90	100
Colonial	100	110
Columbia	150	170
Commerce	208	212
Continental	130	135
Corn Exchange	285	295
East River	135	140
Eleventh Ward	225	..
Fifth Avenue	2800	3400
Fifth National	240	..
First National	2800	3200
First National of Staten Island	120	150
Fourth National	195	200
Fourteenth Street	130	160
Gallatin	310	..
Gansevoort	..	100
Garfield	550	..
German-American	112	..
Germania	300	..
German Exchange	..	325
Greenwich	165	..
Hamilton	100	..
Hanover	395	..
Hide & Leather	90	100
Home	150	..
Hudson River	155	..
Importers & Traders'	525	530
Irving	145	..
Leather Manufacturers'	167½	172½
Liberty	135	..
Lincoln	..	800
Manhattan	230	..
Market & Fulton	215	230
Mechanics'	190	195
Mechanics & Traders'	113	120
Mercantile	168	..
Merchants' Exchange	120	124
Merchants'	146	148
Metropolis	440	..
Mount Morris	112	..
Mutual	..	120
Nassau	150	160
National Union	205	..
New Amsterdam	230	..
New York	236	240
New York County	700	..
New York National Exchange	80	..
Ninth National	90	98
Nineteenth Ward	100	..
North America	135	137½
Oriental	165	180
Pacific	175	180
Park	262	267
People's	210	..
Phenix	..	100
Plaza	190	..
Produce Exchange	114	118
Republic	150	160
Riverside	100	..
Seaboard	170	..
Second National	425	..
Seventh National	100	105
Shoe & Leather	94	96
Sixth National	275	..
Standard	..	95
State of New York	112	..
Tradesmen's	102	..
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	170	180
United States	210	..
Western	125	..
West Side	275	..
Yorkville	175	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit	98	100
American Air Power	..	23
American Bank Note Co.	42	44
American Brake	76	79
American Grocery 1st pf.	5	15
American Press Association	..	110
American Soda Fountain com.	10	25
American Soda Fountain 1st pf.	53	60
American Soda Fountain 2d pf.	..	50
Am. Type Founders, new stock	30	33
American Sewing Machine	½	1½
American Strawboard	27½	28½
Atlantic Mu. Ins. scrip, 1897	107	..
American Graphophone	8½	9½
Anderson Tobacco	20	30
Automatic Vending	40	75
Barney & Smith Car com.	12	16
Barney & Smith Car pref.	50	57
Barney & Smith Car 6s	..	100
Bergner & Engel Brew. Co. com.	80	..
Bergner & Engel Brew. Co. pf.	105	..
Bergner & Engel 1st 6s	107	111
Blackwell's Durham Tobacco	60	65
Celluloid Company	60	63
Cen. Fireworks Co. pref.	25	40
Cen. & South Amer. Tel.	105	112
Ches. & Pot. Tel. stock	68	75
Ches. & Pot. Tel 5s	104	..
Chesebrough Mfg. Co.	390	400
Claflin (H. B.) 1st pf.	94	..
Claflin (H. B.) 2d pf.	94	..
Clark Mile End Thread	80	..
Commercial Cable	170	175
Commercial Union Tel.	106	..
Consolidated Car Heating	25	32
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	28	..
Con. K. City Smelt'g & Ref'g.	..	100
Cramps' Ship & Eng. Bldg.	55	62
Diamond Match Co.	143½	144½

Industrial and Miscellaneous. (Continued.)

	Bid.	Asked.
Electro-Pneumatic	1⅛	1⅜
Empire & Bay State Tel.	68	78
Eastman Kodak Co.	95	100
Erie & Western Trans.	42	46
Glucose Sugar Refining com.	32	33
Glucose Sugar Refining pf.	91½	92½
Gorham Mfg. Co. com.	..	90
Gorham Mfg. Co. pf.	112	..
Great Falls Ice	115	..
Hecker-Jones-Jewell Milling pf.	65	69
Hecker-Jones-Jewell M. bonds.	95	97
Herring-Hall-Marvin com.	1	2
Herring-Hall-Marvin pf.	10	15
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105½	..
Hudson River Telephone	61	65
Iron Steamboat	3½	5
Iron Steamboat 6s	60	65
J. B. Stetson com.	..	50
J. B. Stetson pf.	100	110
Journeay & Burnham com.	15	20
Journeay & Burnham pf.	68	70
Lorillard pf.	114	117
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	30	40
Malt Trust com.	24	26
Malt Trust pf.	75	77
Mechanical Rubber com.	6	12
Mechanical Rubber pf.	20	40
Mergenthaler Linotype	137½	140
Mich. Pen. Car com.	10	15
Mich. Pen. Car pf.	53	56
Mich. Pen. Car 1st 5s	90	91
Mosler Safe Co.	100	106
Monongahela Navigation	92	..
Monongahela Water	33½	34½
National Saw pf.	..	80
National Casket Co.	60	80
National Wall Paper deb. stock	..	57½
Natural Gas Trust	160	..
N. Y. Loan & Imp.	48	..
N. Y. Biscuit	62¾	63¾
N. Y. Biscuit bonds, 6s	106	107
New Jersey Zinc & Iron	94	..
New York Air Brake	15	20
N. Y. & N. J. Telephone	146	150
N. Y. & N. J. Telephone 5s	106¼	..
Nicholson File Co.	50	..
Nicaragua Construction	4½	5½
Northwestern Telegraph	110	115
Pennsylvania Coal	340	355
Penn. Salt Mfg.	101	..
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	50	55
Pratt & Whitney com.	10	14
Pratt & Whitney pref.	65	70
Procter & Gamble	205	210
Procter & Gamble pref.	158	162
R. I. Perkins Horse Shoe	6	12
R. I. Perkins Horse Shoe pref.	40	56
Safety Car Heating & Lighting	85	88
Schwarzschild & Sulzberger	..	57½
Simmons Hardware com.	100	105
Simmons Hardware pref.	105	109
Singer Mfg. Co.	325	340
Standard Oil	330	333
Standard Underground Cable	98½	100
Sloss Iron and Steel 1st 6s	92	..
Southern & Atlantic Tel.	85	95
Southern Cotton Oil	15	20
Swift & Co.	92½	100
Swift & Co. 1st 6s	102	..
Susquehanna Coal 6s	116¾	..
Texas & Pacific Coal	48	52
Texas & Pacific Coal 1sts	98	..
Terminal Warehouse stock	..	10
Terminal Warehouse 1st 6s	..	72½
Terminal Warehouse deb. 6s	..	72½
Trenton Potteries com.	10	13
Trenton Potteries pref.	50	53
Trow Directory pref.	29	32
Union Switch & Signal	24¾	25¾
Union Switch & Signal pref.	50	..
Union Typewriter com.	6½	9
Union Typewriter 1st pref.	90	95
Union Typewriter 2d pref.	77	81
United Elec. Light & Power pf.	2	..
United Elec. Light & Power bds	80	..
U. S. Glass com.	19	20
U. S. Glass pref.	50	60
Wagner Palace Car	155	156½
Westinghouse Air Brake	190	200
Wool Exchange of N. Y.	110	112
Worthington Pump com.	..	25
Worthington Pump pref.	85	87

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	53½	54
Baltimore Con. 1st 5s	109½	110¼
Bay State Gas inc.	65	75
Burlington (Iowa) Gas	..	20
Buffalo (N. Y.) Subs.	100	101
Central (N. Y.)	175	..
Central Union Gas bonds	100	101
Central Union Gas cns. deb. 5s	109	112
Chi. Consumers' 1st 5s	99½	101
Chi. Eq. Gas L. & F. 1st 6s	104½	106½
Chi. P. Gas & C. 1st 6s	110½	112½
Chi. P. Gas & C. 2d 6s	107	108½
Chi. P. Gas & C. con. 6s	114	116
Cicero Gas Co. 1st 6s	100	102
City Gas (Norfolk, Va.)	38	40
City Gas (Norfolk, Va.) 1st 6s	98	100
Columbus (Ohio) Gas stock	90	98
Columbus (Ohio) 1st m. 5s	101	102½
Consolidated Gas bonds of N. J.	79	82
Consolidated Gas of N. J.	18	21
Consumers' Gas (Jersey City) stock	73	78
Consumers' Gas (Jersey City) bonds	100	103
Equitable	283	286
Equitable 1st 6s	103	103½
Equitable 1st con. 5s	115	117½
Eq., E. R. con. (new) com., w. i.	26	28
Eq., E. R. con. (new) pf., w. i.	73	74½
Eq., E. R. con. (new) 5s, w. i.	98	99
Detroit income 5s	87½	91½
Fort Wayne (Ind.) stock	81	85
Fort Wayne (Ind.) 1st m. 6s	92	94
Grand Rapids stock	72	74
Grand Rapids Gas bonds	99	102
Indiana Nat. & Ill.	60	63
Indiana Nat. & Ill. 1st m. 6s	72	74
Indianapolis stock	118	125
Indianapolis 1st 6s	104	108
Lafayette (Ind.) stock	86	88
Lafayette (Ind.) 1st m. 6s	91	93
Logansport & Wab. Val. stock	59	61
Logansport & Wab. Val. 1st 6s	76	78
Madison (Wis.) Gas	59	61
Madison (Wis.) 1st 6s	98	100
Minneapolis Gas 6s	96	100
Mutual of New York	335	350
New Amsterdam, w. i.	26	29
New Amsterdam pf., w. i.	72	74
N. Y. & E. R. Gas Co. 1st	111¾	112½
N. Y. & E. R. Gas Co. con.	105	106
Norfolk (Va.) Gas stock	36	38
Norfolk (Va.) Gas 5s	98	100
Ohio & Indiana stock	53	54
Ohio & Indiana bonds	70½	72½
St. Joseph (Mo.)	39	41
St. Joseph (Mo.) 5s	86	88
St. Paul Gas stock	45	50
St. Paul Gas bonds	75	80
Standard Gas, New York	138	142
Standard Gas, New York, pf.	150	160
Standard Gas, New York, 1st	114	118
Syracuse Gas stock	17	18
Syracuse Gas 5s	94	97
West. Gas Co., Milwaukee	83	85
West. Gas Co. bonds, Milw'kee	101	103
Williamsburg 1st 6s	103	106

BANK STATEMENT.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $847,325. The banks now hold $22,560,925 more than the legal requirement. The changes in the averages show an increase in loans of $14,097,400, an increase in specie of $500,300, an increase in legal tenders of $2,838,400, an increase in deposits of $16,744,100, and an increase in circulation of $19,900.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	Nov. 27, '97.	Nov. 20, '97.	Nov. 21, '96.
Loans	$594,287,500	$580,170,100	$468,878,200
Specie	104,150,500	103,850,200	76,613,600
Legal tenders	83,375,800	80,537,400	77,457,200
Net deposits	559,861,500	543,117,400	469,654,300
Circulation	16,009,100	15,989,200	20,218,000

The following shows the amount of reserve held above the legal requirements:

	Nov. 27, '97.	Nov. 20, '97.	Nov. 21, '96.
Specie	$104,150,500	$103,850,200	$76,613,600
Legal tenders	83,375,800	80,537,400	77,457,200
Total reserve	$187,526,300	$184,187,600	$154,070,200
Reserve required against deposits	164,965,375	160,779,350	122,658,575
Excess of reserve above legal requirements	$22,560,925	$23,408,250	$31,411,625

The following shows the reserve at this time for a series of years:

1897	$22,560,925	1892	$6,726,350
1896	31,411,625	1891	14,883,350
1895	18,613,300	1890	382,350
1894	36,027,650	1889	1,091,850
1893	70,835,175	1888	12,311,875

The following table shows the amount of surplus reserve held by the New York City banks from the beginning of the present year up to and including the statement issued Saturday, with the surplus at the corresponding dates in the years 1896 and 1895:

	1897.	1896.	1895.
Jan. 2	$33,288,950	$19,779,675	$37,862,050
Jan. 9	43,991,450	27,183,100	41,792,200
Jan. 16	52,172,525	32,345,550	45,465,075
Jan. 23	37,067,800	37,678,300	42,893,450
Jan. 30	30,148,250	39,623,400	38,751,500
Feb. 6	34,540,050	40,182,425	31,766,225
Feb. 13	31,638,225	36,878,875	33,513,425
Feb. 20	35,085,950	28,627,050	28,822,725
Feb. 27	37,529,975	24,422,150	28,054,500
March 6	35,556,925	23,234,500	22,788,625
March 13	32,863,550	21,448,825	17,598,775
March 20	48,168,975	19,042,672	14,146,500
March 27	48,895,750	18,147,425	13,413,450
April 3	47,698,575	17,005,975	13,928,925
April 10	46,170,050	17,931,250	14,922,775
April 17	48,936,900	18,139,350	19,664,975
April 24	49,257,900	20,678,675	23,270,675
May 1	48,917,625	22,944,275	27,233,575
May 8	44,005,975	20,243,125	31,070,100
May 15	44,490,500	18,517,975	32,585,900
May 22	45,938,950	21,701,500	39,975,150
May 29	46,616,100	22,230,675	41,221,250
June 5	45,320,825	18,486,300	39,067,900
June 12	47,601,475	20,677,050	37,958,900
June 19	48,230,950	19,918,250	36,544,250
June 26	49,239,150	21,917,325	34,225,925
July 3	41,384,875	20,328,250	32,173,700
July 10	41,361,375	22,237,275	32,405,300
July 17	46,058,900	21,773,025	38,497,125
July 24	47,361,575	18,502,650	40,198,175
July 31	45,720,150	17,728,600	41,167,178
Aug. 7	41,062,125	13,815,575	38,940,775
Aug. 14	38,882,725	9,400,175	41,226,875
Aug. 21	32,753,450	9,270,150	37,568,675
Aug. 28	39,517,700	8,830,200	39,124,925
Sept. 4	34,114,150	8,248,550	34,846,775
Sept. 11	26,668,825	8,767,825	26,685,250
Sept. 18	19,895,175	10,454,375	22,443,500
Sept. 25	15,997,500	14,216,025	22,290,175
Oct. 2	15,560,400	16,526,025	16,471,525
Oct. 9	13,485,500	15,392,200	14,176,900
Oct. 16	14,614,500	11,911,100	15,380,175
Oct. 23	22,904,700	14,960,900	16,688,700
Oct. 30	24,271,800	7,463,225	17,594,400
Nov. 6	21,181,225	14,810,400	19,266,150
Nov. 13	21,765,150	23,503,925	20,404,650
Nov. 20	23,408,250	20,305,575	19,594,950
Nov. 27	22,560,925	31,411,625	18,613,300

SALES OF BANK STOCKS.

The sales of bank stocks on the Stock Exchange during the week were as follows:

	First.	High.	Low.	Last.	Sales.
Butch. & Drov.	90	98	90	98	32
Central Nat.	162	162	162	162	1
Commerce	208¾	208¾	208¼	208¼	13
East. River	140	140	140	140	23
Fourth Nat.	195	195	195	195	2
Ninth National	100	100	100	100	10
Tradesmen's	102	102	102	102	100
Total sales					181

OUR LARGEST TIN PLATE PLANT.

The Iron Age says of a tin-plate plant which is probably the largest in the country:

The magnitude of the works of the American Tin Plate Company, at Elwood, Ind., is forcibly indicated by the statement from official sources that the buildings for making tin plate, placed end to end, would extend 3,100 feet. This only includes the black plate mills, tinning houses, and their adjuncts, and excludes the new bar mill and a number of other buildings, which in themselves would form a plant of good size. In planning these works the managers of the company with great forethought made ample provision for the enlargement of each department, if the growth of trade would justify it. Their most sanguine expectations have been realized in this respect. Beginning with four hot mills, which was considered quite a good plant at the time, they have enlarged in about five years to twenty mills, with a daily product of about 250 tons of tin plates.

SPENCER TRASK & CO.,
BANKERS.
Bonds and Stocks Bought and Sold on Commission.
DEALERS IN
Investment Securities.
27 and 29 Pine St., New York.
State and James Sts., Albany.

HAVEN & STOUT
1 Nassau Street, Cor. Wall St.
MEMBERS OF { New York Stock Exchange, New York Cotton Exchange, Chicago Board of Trade.
Orders executed on the above Exchanges in
BONDS, STOCKS, COTTON AND GRAIN.

LATEST REPORTS OF RAILWAY GROSS EARNINGS.

Roads.	Latest Gross Earnings. Week or Mo.	1897.	1896.	Jan. 1 to Latest Date. 1897.	1896.
Adirondack	September	$17,640	$20,894	$152,880	$149,639
Ala. Great Southern	3d week Nov.	40,384	42,093	1,410,342	1,326,022
Ala. Midland	September	65,958	62,625	505,388	458,531
Ala., N. O., Tex. & Pac. Junc.					
N. O. & N. E.	October	107,379	138,543	1,026,121	1,063,622
Ala. & Vicksburg	October	43,894	75,671	445,007	463,881
Vicksburg Sh. & P.	October	44,309	65,244	417,553	451,474
Allegheny Valley	October	262,494	265,402	2,088,931	1,965,290
Ann Arbor	3d week Nov.	28,185	24,842	1,142,472	1,028,486
Ark. Midland	September	11,176	8,726	71,608	65,620
Atch., T. & Santa Fé	October	3,695,879	3,302,690	27,361,464	24,847,366
Atlanta & Charleston	August	137,716	133,117	1,089,591	960,168
Atlanta, Knox. & No.	September	27,969	21,957	205,327	212,132
Atlanta & W. P.	September	51,408	51,504	400,062	371,933
Atlanta & Denver	2d week Nov.	14,265	14,030	467,534	474,146
Austin & Northwest	September	17,806	27,805	124,547	190,976
Baltimore & Ohio	October	2,366,107	2,372,746	21,422,913	20,574,952
Baltimore & Ohio South'w	2d week Nov.	125,170	116,475	5,683,827	5,451,395
Bath & Hammonds	September	2,923	4,388	18,610	19,092
Birmingham & Atlantic	October	2,812	2,489	19,186	19,027
Brunswick & West	September	49,264	53,409	418,987	449,508
Buffalo, Roch. & Pittsburg	3d week Nov.	74,333	70,442	3,068,293	2,991,828
Buffalo & Susquehanna	October	65,674	60,420	512,445	444,056
Bur., C. Rap. & N.	2d week Nov.	100,868	87,946	3,690,079	3,897,420
Canadian Pacific	3d week Nov.	553,000	424,000	20,992,340	18,213,042
Car Midland	October	7,200	7,310	48,797	50,181
Central of Georgia	3d week Nov.	144,174	119,256	4,657,734	4,589,928
Central of New Jersey	September	1,200,045	1,116,782	9,240,781	9,221,926
Central Pacific	September	1,453,385	1,219,011	10,108,667	9,118,534
Charleston & Savannah	September	40,392	36,774	465,391	423,804
Char. & W. Car.	June	43,912	37,323		
Chesapeake & Ohio	3d week Nov.	225,467	209,168	9,860,006	9,168,845
Chic., Bur. & Quincy	September	4,414,242	3,164,549	28,253,161	24,624,284
Chicago & East. Illinois	2d week Nov.	91,787	83,953	3,469,824	3,312,042
Chicago Great Western	3d week Nov.	112,449	83,539	4,516,722	4,185,424
Chic., Ind. & L.	3d week Nov.	64,289	56,943		
Chic., Mil. & St. P.	3d week Nov.	770,027	661,010	28,416,511	28,020,208
Chic. & Northwestern	October	3,678,259	3,309,706	27,504,249	27,251,882
Chic., Peo. & St. L.	October	80,000	79,232	665,119	742,058
Chic., Rock Island & P.	October	1,793,612	1,671,550	13,680,057	12,982,927
Chic., St. P., M. & O.	October	1,087,357	1,117,261	6,932,876	6,744,772
Chic., Per. Tr. R. R.	2d week Nov.	22,756	19,959		
Chic. & W. Mich.	3d week Nov.	33,304	28,334	1,459,951	1,460,547
Choc., Ok. & Gulf	2d week Nov.	26,745	14,526		
Cin., N. O. & T. P.	October	319,392	308,142	2,983,686	2,787,320
Clev., Can. & So.	2d week Nov.	17,760	19,292	563,987	623,392
Clev., Cin., Ch. & St. L.	2d week Nov.	278,692	235,348	11,858,250	11,257,867
Peo. & Eastern	September	108,098	151,060	1,270,304	1,208,243
Clev., Lor. & Wheel	3d week Nov.	34,074	22,896	1,193,443	1,177,889
Colorado Midland	October	162,879	157,820	1,435,930	1,528,578
Col., H. V. & Tol.	October	325,659	168,380	1,977,358	2,021,042
Col. & Red Mount	July	6,841		71,836	4,593
Col., Sandusky & H.	3 weeks June	46,964	49,826	348,874	342,909
Colusa & Lake	October	2,500	3,500	18,955	16,691
Crystal	September	1,441	505	9,862	8,740
Cumberland Valley	September	94,934	76,315	601,518	620,035
Denver & Rio Grande	3d week Nov.	185,900	150,700	6,586,380	6,467,935
Des Moines & Kan. City	1st week Nov.	2,902	2,695	134,171	99,288
Des Moines, N. & W.	October	39,089	46,067	350,325	372,769
Det., Grand Rapids & W.	3d week Nov.	28,677	22,506	1,153,597	1,052,656
Detroit & Lima No.	3d week Nov.	10,071			
Detroit & Mackinac	September	29,939	19,533	386,672	337,583
Duluth & Iron R.	September	357,250	170,772	2,227,501	1,780,262
Duluth, S. S. & At.	2d week Nov.	32,067	24,459	1,398,706	1,737,650
Elgin, Joliet & East	October	115,946	129,442	970,504	1,099,514
Erie	September	3,189,670	2,769,491	24,118,464	22,823,693
Eureka Springs	September	5,136	5,372	48,841	46,315
Evansville & Indianapolis	3d week Nov.	5,724	5,506	253,809	263,516
Evansville & Richmond	3d week Aug.	1,896	2,451	51,713	73,551
Evansville & T. H.	3d week Nov.	23,430	21,370	979,003	951,501
Fitchburg	September	702,240	632,932	5,336,202	5,280,394
Flint & Pere Marquette	3d week Nov.	60,450	47,092	2,456,104	2,305,507
Florida Central & Pen.	4th week Oct.	57,240	45,980	1,985,582	1,773,172
Fort Worth & Den. C.	2d week Nov.	37,967	30,778	1,083,230	831,302
Fort W. & Rio Grande	2d week Nov.	15,120	10,322	315,560	273,910
Gads. & Att. U.	October	700	850	7,077	8,911
Georgia Railroad	2d week Nov.	42,179	42,783	1,363,559	1,322,620
Georgia & Alabama	2d week Nov.	25,535	20,069	943,270	730,831
Georgia, Car. & No.	September	77,949	89,477	640,579	591,974
Georgia So. & Florida	October	83,292	80,562	715,681	730,964
Grand Rapids & Ind.	2d week Nov.	42,499	32,480	1,720,482	1,686,211
Cin., R. & Fort W.	2d week Nov.	8,424	6,447	350,222	347,130
Traverse City	2d week Nov.	784	507	34,011	40,822
Mus., G. R. & I.	2d week Nov.	2,135	1,868	102,409	107,458
Total all lines	2d week Nov.	53,842	41,282	2,207,123	2,181,620
Grand Trunk system	2d week Nov.	512,872	485,724	20,143,570	19,784,406
Chic. & Grand Trunk	3d week Nov.	57,174	58,631	2,718,388	2,787,414
Det., Gr. H. & M.	3d week Nov.	18,296	17,927	881,431	848,040
Cin., Sag. & Mac.	3d week Nov.	3,222	2,746	107,008	113,279
Tol., S. & Musk.	3d week Nov.	2,123	2,051	98,226	74,224
Great Northern—					
St. P., M. & M.	October	2,234,196	2,059,344	13,305,919	12,850,003
East. of Minn.	October	282,530	200,390	1,528,163	1,582,167
Montana Central	October	202,581	162,475	1,691,720	1,600,231
Total system	October	2,719,307	2,482,218	16,523,802 &	16,038,401
Gulf, B'mnt & K. C.	October	12,810	10,004	104,024	76,942
Gulf & Chicago	October	5,920	7,434	36,298	36,242
Hoos. Tunnel & Wil.	September	5,193	3,737	40,647	39,509
Houston & Texas Central	September	423,881	421,808	2,489,528	2,486,422
Illinois Central	October	†2,353,008	†2,243,620	†19,517,915	†17,817,209
Ind., Dec. & West	August	50,344	39,312	305,804	304,532
Ind., Ill. & Iowa	September	61,359	49,984	559,744	561,692
Ind. & Great Northern	3d week Nov.	101,832	101,089	3,133,196	2,978,442
Interoc. (Mex.)	Week Nov. 6.	47,400	45,200	2,215,692	1,956,964
Iowa Central	3d week Nov.	36,512	30,723	1,511,926	1,358,536
Iron Railway	October	3,733	2,842	31,506	36,597
Jack., T. & K. W.	September	20,858	22,314	225,950	235,272
Kanawha & Michigan	3d week Nov.	10,477	8,432	465,365	400,052
Kan. City, Ft. Scott & M.	2d week Nov.	99,856	81,262	4,153,834	3,809,898
Kan. City, Mem. & Bir.	2d week Nov.	26,284	28,366	982,282	999,540
Kansas City, N. W.	October	33,246	29,700	286,201	226,141
Kansas City & Omaha	2d week Nov.	4,376	3,112	204,011	99,450
Kansas City, Pitts. & G.	3d week Nov.	77,560	23,777	2,089,453	680,969
Kansas City Sub. Belt	3d week Nov.	8,394	5,045	448,850	305,202
Keokuk & Western	1st week Nov.	7,554	7,396	332,418	337,682
Lake Erie, All. & So.	October	5,885	7,380	51,331	49,784
Lake Erie & Western	3d week Nov.	64,738	63,188	3,032,275	2,985,565
Lehigh & Hudson	October	37,573	34,024	309,233	326,744
Lehigh Valley Railroad	September	1,742,675	1,817,569		
Lehigh Val. Coal Company	September	1,716,110	1,583,533		
Lexington & East.	September	17,601	13,456	155,710	152,336
Long Island	October	346,652	320,403	3,542,974	3,418,878
Los Angeles Term.	October	6,745	5,185	79,268	73,966
Louis., Evans. & St. L.	3d week Nov.	32,073	30,043	1,312,484	1,375,565
Louis., H. & St. L.	2d week Nov.	11,577	8,295	459,509	399,903
Louisville & Nashville	3d week Nov.	433,395	439,660	18,376,062	17,908,240
Macon & Birmingham	October	8,331	7,184	51,579	49,983
Manistique	October	5,857	3,602	103,376	108,444
Memphis & Charleston	2d week Nov.	29,887	31,469	1,184,907	1,102,535
Mexican Central	3d week Nov.	264,366	200,797	11,206,681	8,898,816
Mexican International	September	242,188	214,844	2,259,747	2,110,013
Mexican National	3d week Nov.	110,639	108,367	5,290,610	4,519,968
Mexican Northern	September	62,484	51,306	441,310	583,144
Mexican Railway	Week Nov. 6.	66,000	75,000	3,197,584	2,703,628
Mexican Southern	1st week Nov.	9,206	8,423	588,225	465,917
Minneapolis & St. Louis	3d week Nov.	48,366	43,854	1,886,826	1,788,270
M., St. P. & S. St. M.	2d week Nov.	100,256	65,075	3,332,564	3,228,048
Missouri, Kansas & Texas	3d week Nov.	340,194	291,296	10,387,266	10,312,484
Missouri Pacific & Iron M.	3d week Nov.	574,000	473,000	21,585,000	19,306,702
Central Branch	3d week Nov.	25,000	19,000	996,000	672,580
Total	3d week Nov.	599,000	492,000	22,563,000	19,979,282
Mobile & Birmingham	2d week Nov.	9,503	8,422		
Mobile & Ohio	October	382,983	405,269	3,215,026	2,993,798
Mont. & Mex. Gulf	October	117,567	101,992	1,161,499	935,179
Nash., Ch. & St. L.	October	526,352	473,641	4,534,100	4,167,248
Nel. & Fort Sh.	August	14,044		101,295	
Nevada Central	August	3,245	2,967	24,406	201,056
N. Y. C. & H. R.	October	4,253,118	4,148,078	37,973,794	36,354,543
N. Y., Ont. & West	3d week Nov.	83,993	81,333	3,514,089	3,467,290
N. Y., Susq. & W.	October	213,247	232,075	1,815,678	1,857,099
Norfolk & Western	2d week Nov.	234,344	252,228	9,441,401	9,690,663
Northeastern (Ga.)	September	5,945	6,300	42,858	43,749
Northeastern (S. C.)	June	36,201	41,434		
Northern Central	October	645,636	655,250	5,531,077	5,214,586
Northern Pacific	2d week Nov.	579,860	398,723	17,743,797	16,629,117
Ohio River	2d week Nov.	20,020	17,296	837,913	855,663
Ohio River & Chas.	October	17,720	19,965	149,487	150,928
Ohio Southern	October	87,331	74,428	659,263	625,018
Omaha, Kan. City & E.	2d week Nov.	15,545	9,827	690,423	531,228
Oregon Imp. Co.	September	422,436	260,860	2,902,598	2,442,179
Oregon R. R. & Nav.	2d week Nov.	153,711	125,791	4,740,453	4,007,179
Oregon Sh. Line	September	534,590	483,178	4,301,351	4,008,786
Pacific Mail	October	293,553	337,108	3,514,327	3,265,572
Pennsylvania	September	5,859,639	5,174,339	46,788,570	46,040,970
Peoria, Dec. & Ev.	3d week Nov.	17,401	19,247	800,951	766,344
Petersburg	September	40,519	39,698	432,294	430,620
Philadelphia & Erie	September	515,155	447,952	3,220,831	3,157,620
Philadelphia & Reading	October	2,184,434	2,092,930	17,441,119	17,291,325
Coal & Iron	October	2,506,170	2,767,852	18,196,486	18,936,682
Total both companies	October	4,689,624	4,860,782	35,637,605	36,228,008

Roads.	Latest Gross Earnings. Week or Mo.	1897.	1896.	Jan. 1 to Latest Date. 1897.	1896.
Phil., Read. & N. E.	October	69,039	64,566	538,671	578,029
Phil., Wil., & B.	September	810,390	774,290		
Pitts., C., C. & St. L.	October	1,429,082	1,234,444	12,196,415	12,110,063
Pitts., Lisb. & W'n	October	5,077	4,401	37,149	36,369
Pitts., Bes. & L. E.	October	54,474	49,779	491,849	536,253
Pittsburg & Western	2d week Nov.	31,352	30,082	1,501,012	1,506,958
Pitts., Clev. & Tol.	2d week Nov.	16,948	13,029	766,530	672,618
Pitts., Penn. & F.	2d week Nov.	7,616	7,195	312,777	338,239
Total system	3d week Nov.	62,624	50,305	2,649,043	2,576,091
Pitt., Young. & A.	October	168,584	117,583	1,230,766	1,217,225
Rich., Fredericksburg & P.	September	53,204	50,454	538,656	539,039
Rich. & Petersburg	September	28,827	24,653	256,751	260,304
Rio Grande Southern	3d week Nov.	10,147	9,929	332,707	405,013
Rio Grande Western	3d week Nov.	64,100	53,200	2,586,900	2,123,585
St. Joseph & Grand Island	3d week Nov.	31,200	19,000	1,012,333	624,982
St. L., Ch. & St. P.	October	30,000	28,328	242,603	246,571
St. L., K. & So.	October	8,782	8,137	51,942	
St. Louis & San Francisco	3d week Nov.	156,245	123,733	5,767,483	5,389,891
St. L. Southwest	3d week Nov.	131,010	127,405	4,228,124	4,214,912
St. Paul & Duluth	October	210,157	200,871	1,302,557	1,207,638
San Antonio & A. P.	September	232,437	247,974	1,479,216	1,411,276
San Francisco & N. P.	October	87,656	73,184	678,340	634,987
Santa Fé, Pres. & Ph.	August	52,267	49,448		
Savannah, Fla. & West.	September	286,908	274,311	2,514,849	2,502,127
Seaboard & Roanoke	July	65,271	59,064		
Sher., Shrev. & So.	4th week Oct.	16,653	16,850	248,058	273,421
Silver Springs, O. & G.	September	18,984	10,521	148,845	144,646
Silverton	October	4,000	5,288		
So. Haven & East.	October	2,312	2,695	22,843	23,264
Southern Pacific Company—					
Gal., Har. & San Antonio.	September	396,100	433,776	3,315,477	3,602,951
Louisiana West.	September	57,818	66,907	718,317	638,880
Morgan's L. & T.	September	410,006	468,020	3,764,094	3,452,712
N. Y., T. & Mex.	September	43,719	38,423	248,168	182,478
Texas & New Orleans	September	100,914	111,794	1,143,461	969,863
Atlantic Properties	September	1,048,938	1,160,999	9,289,389	8,976,758
Pacific system	September	3,446,151,	2,888,437	24,991,101	23,207,153
Total of all	September	4,918,970	4,471,244	36,749,996	34,638,129
Southern Pacific of Cal.	September	979,506	841,029	7,479,068	7,340,633
Southern Pacific of Ariz.	September	231,726	155,118	1,875,597	1,821,272
Southern Pacific of New M.	September	108,308	84,980	906,314	825,806
Northern Railway	September	233,991	221,267	1,652,585	1,604,164
Southern Railway	3d week Nov.	445,812	437,264	17,352,392	16,486,466
Spokane Falls & Northern	August	50,918	44,861	420,372	273,461
Stony Cl. & C. Mt.	September	4,084	4,352	31,002	35,223
Summit Branch	May	66,319	79,282	333,862	404,815
Lyk. Val. Coal	May	67,040	66,881	330,649	370,627
Total both companies	August	141,707	117,958	1,088,846	1,182,008
Texas Central	2d week Nov.	15,526	10,123	265,526	240,387
Texas & Pacific	3d week Nov.	229,518	179,520	6,319,434	5,742,161
Tex. S. V. & N. W.	September	4,593	3,507		
Toledo & Ohio Central	3d week Nov.	39,047	45,525	1,479,245	1,571,359
Toledo, P. & West.	2d week Nov.	23,731	13,773	809,060	831,863
Toledo, St. L. & K. C.	3d week Nov.	48,855	59,561	2,014,506	1,920,796
Union Pacific—					
Union Pacific Railway	September	1,762,233	1,423,231	11,508,630	10,149,273
Ach. Col. & P.	September	56,095	31,707	373,492	234,115
Ach. J. C. & W.	September	25,000	18,000	908,000	672,580
Central Branch	3d week Nov.				
Cent. Branch & leased lines.	September	117,565	68,518	821,376	541,381
Grand total	September	2,008,417	1,630,920	13,708,019	11,606,872
U. P., Den. & G.	2d week Nov.	85,444	77,792	3,019,757	2,660,243
Wabash	3d week Nov.	257,275	235,501	10,839,299	10,749,708
Waco & Northwest	September	32,409	37,161	161,206	174,208
W. Jersey & Seashore	September	255,849	221,875	2,061,791	2,096,209
West Va. Cen. & Pitts.	May	98,247	98,155	455,772	472,875
West Va. & Pitts.	August	34,511	33,160	255,398	256,317
Western of Ala.	September	50,269	60,050	443,800	401,863
West. N. Y. & Penn.	2d week Nov.	70,900	60,000	2,675,317	2,678,489
Wheeling & Lake Erie	3d week Nov.	33,600	23,342	1,016,653	1,163,459
Wil., Columbia & Augusta	June	39,532	38,977		
Wisconsin Central	3d week Nov.	90,282	88,174	4,044,871	3,870,743
Wrights. & Tenn.	August	6,093	6,508	51,790	58,023
York Southern	September	7,149	6,735	50,852	49,648

STREET RAILWAYS AND TRACTION COMPANIES.

	Latest Gross Earnings. Week or Mo.	1897.	1896.	Jan. 1 to Latest Date. 1897.	1896.
Akron, Bedford & Clev.	October	$10,060	$10,862	$87,453	$84,019
Amsterdam St. Railway	September	4,307	3,910	36,583	37,448
Atlanta Railway	October	8,020	6,592	75,892	73,790
Atlantic Coast Elec.	October	7,721	6,282		
Atlantic H'lands, Red Bank & Long Branch Elec. Ry.	October	3,450	1,646	35,719	
Baltimore Con. Railw'y*	October	195,205	183,616	1,956,586	1,909,845
Bath St. Ry. (Maine)	October	1,747	1,489	17,346	17,506
Bay Cities Consol.	October	6,500	6,985		
Binghamton St. Railway	October	11,872	10,285		
Bridgeport Traction	October	27,226	23,841	288,049	273,042
Brockton Con. St. Railway	September	34,394	31,346	256,424	239,897
Brooklyn Rapid Transit Company.—					
Brooklyn Heights	October	393,099	376,134	3,875,392	3,815,585
B'klyn, Queens & Sub.	October	66,423	62,564	627,867	607,460
Total for system	October	459,522	438,698	4,503,259	4,423,045
Buffalo Railway	September			1,017,129	1,028,547
Cen. Ry. & El. (New B.)	July	20,500	15,738		
Cin. & Miami Val. Trac.	August	9,471			
City Electric (Rome, Ga.)	October	2,124	1,552	19,590	17,217
Cleveland Electric	September	140,349	134,921	1,204,218	1,238,868
Cleveland, Painsv. & E.	October	8,600	7,030	73,074	
Columbus Street Ry. (O.)	2d week Nov.	10,993	10,563	526,298	551,623
Coney Island & Brooklyn	September			287,808	273,308
Consolidated Trac. (N. J.)	October	264,359	241,453		
Danv. Gas Electric Light & Street Railway	October	8,926		85,644	
Dayton Traction	August	6,340	5,914		
Denver Con. Tramway	October	73,873	71,311	601,335	613,353
Detroit Citizens' St. Ry.	2d week Nov.	20,629	19,679	954,269	906,596
Detroit Electric Railway	October	31,723	34,695	326,584	356,464
Duluth Street Railway	October	15,785	17,641	156,871	181,683
Englewood & Chicago	September	6,357			
Erie Electric Motor Co.	October	10,661	10,652	117,505	128,748
Galveston City Railway	September	18,542	19,148	163,399	161,692
Harrisburg Traction	October	18,930	17,056		
Herkimer, Mohawk, Ilion & Frankfort El. Ry.	September	3,206	3,509	29,709	32,279
Hoosick Railway	October	619	600	6,541	7,233
Houston Electric St. Ry.	June	17,347	17,838	92,595	95,408
Interstate Con. of N. At'boro.	October	10,956	9,874	108,824	104,287
Kingston City Railway	October	4,453	4,593	45,746	45,483
Lehigh Traction	October	9,057	9,729	91,465	101,857
London St. Railway (Can.)	October	7,125	7,396	85,244	79,952
Lowell, Law. & Hav.	September	45,071	35,774	340,108	321,024
Metropolitan (Kansas City)	3d week Nov.	36,637	31,747	1,658,619	1,591,477
Metro. West Side (Chicago)	October	79,528			
Montgomery Street Ry.	October	3,967	4,610	47,488	47,704
Montreal Street Railway	October	116,293	109,110	1,136,883	1,072,029
Nassau Elec. (Brooklyn)	October	151,221	129,843	1,625,800	1,223,107
Newburg Electric	October	6,376	6,118	71,632	75,420
New London St. Railway	October	3,443	3,255	47,128	47,304
New Orleans Traction	October	83,889	104,196	1,040,283	1,108,674
North Shore Traction	2d week Nov.	23,910	22,988	1,278,589	1,274,908
Ogdensburg Street Ry.	October	1,670	1,462	16,474	14,825
Paterson Railway	October	30,808	24,612	288,536	270,501
Pittsburg, Ft. Sub. El. Ry.	June	3,212	1,298	16,842	8,052
Po'keepsie & Wapp. Falls	September	9,819	9,915	66,616	67,706
Richmond Traction	October	12,115	8,473		
Rochester Railway	September			589,808	652,373
Rox., Ch., H. & Nor.	October	6,673	5,800	74,740	67,883
Schuylkill Traction	September	8,523	8,480	67,083	72,816
Schuylkill Valley Traction	June	3,353		25,588	
Scranton & Carbondale	October	3,526			
Scranton & Pittston	October	6,123			
Scranton Railway	October	32,410	32,215	256,209	260,554
Syracuse East Side Ry.	October	2,949	2,901	27,243	31,881
Syracuse Rapid Transit Ry.	October	37,062	32,303	354,080	354,022
Terre Haute Elec. Ry.	September	14,250	13,705	101,700	120,341
Third Avenue (N. Y.)	September			1,935,425	2,000,857
Toronto Railway	October	86,404	77,580	870,338	819,164
Twin City Rapid Transit	October	167,670	159,340	1,632,922	1,707,076
Union (New Bedford)	October	21,179	18,282	182,554	187,400
United Trac. (Pittsburg)	October	123,281	123,141		
United Trac. (Providence)	October	144,427	136,933	1,440,253	1,449,501
United Trac. (Reading)	October	14,841	13,472	167,016	164,245
Wakefield & Stone	October	4,937	3,778	51,488	49,586
Waterbury Traction	October	22,439	20,348	211,899	198,491
West Chicago St. Railway	October	345,971	326,977		
Wheeling Railway	October	15,159	13,778	138,683	140,253
Wilkesb. & Wy. Valley	October	45,836	44,081	404,818	420,715

*Compilations by The Commercial and Financial Chronicle Nov. 27. Revised to Monday, Nov. 29.

THE

Fourth Street National Bank of Philadelphia.

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Surplus and Undivided Profits	1,200,000
Deposits	14,500,000

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